

Special Features This Issue
"Mid Atlantic Small Craft Festival"
"Hard Luck Cruise" - "Growing Fond?"



messing about in **BOATS**

Volume 21 - Number 16

January 1, 2004



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Commentary...

Bob Hicks, Editor



The extensive coverage of the Mid-Atlantic Small Craft Festival in this issue wraps up the news of small boat gatherings we have brought to you this past season, thanks to those of you who chronicled and photographed events you attended.

Here's how our coverage shaped up month by month: January, The New England Scale Ship Regatta and The Delaware TSCA on the Water; March, The Annual Wooden Boat Festival at Madisonville and The Annual Okefenokee Paddling Get Together; April, The Great Lakes Wooden Sailboat Society Regatta and The Snow Row; May, The Lee's Mills Steamboat Meet; July, The New Zealand Antique & Classic Boat Show and The Apalachicola Antique & Classic Boat Show; August, the John Gardner Small Craft Workshop; September, The Blackburn Challenge, Classics on the Vermillion River, and The Southern New England Antique & Classic Boat Show; October, The Wine County Boat Show and The North Coast Antique Boat Show; November, The Southern California Giant Five Day Messabout and the Delaware TSCA Messabout; December, The Annual Newfound Rendezvous, the Annual Arey's Pond Cat Gathering, The 1st Annual Kingston Messabout and the Skaneteles Antique Boat Show.

The meat of each of these reports was the photo coverage, a couple of hundred photos of so many different sorts of small boats gathered together for their enjoyment by their owners and often builders. While the antique and classic shows focus on restored original boats, many of these were restored by their owners and not farmed out to the pros. Most of the gatherings we covered were shows only, but a few included racing activity, the Blackburn Challenge being a major example.

Here we all are into the 21st century still able to surround ourselves with small boats no longer production built or commercially used. Even the boats built of plywood from contemporary plans follow the long established design parameters of the traditional boats, small human and sail powered craft easily and affordably enjoyed by owners/builders. Kinda nice that mass production wasn't around in the boat building trade until well into the 20th century, and initially even then they were built of wood requiring quite a lot of skilled craftsmanship.

Hard to imagine gatherings of enthusiastic believers in today's production fiberglass boats at some future time, like today's cars these boats are appliances.

Of particular significance is that the boats at these gatherings are nearly all privately owned, and not museum pieces statically displayed for observation only. We get to share our own and try out others' at many of the less formalized messabout sort of events.

While many of the small boats that appear at these gatherings can also be found on display in various maritime museums, I recently had a glimpse of one museum collection that we're unlikely to ever see on the water. Reader Dave Pardoe sent me a small catalog he picked up many years ago on a visit to the Exeter Maritime Museum of Boats in "Merry Old..." It is their "Illustrated Boat Guide" listing 117 small boats on display, each listing with a small postage stamp sized photo or drawing. At the time of its publication the museum claimed to have the largest collection of working boats in the world.

Well, this was fascinating stuff indeed. While there were recognizable (to me) types such as a steam tug, a lifeboat, currachs, Edwardian launch, whaleboat, gigs, etc. there were others like a Dubai shahook, a Batinah coast shasha, a Bahrein jaliboat a Maltese luzzu, dghajsa and kaljik, an Iraqi guffa, a Dutch tjoete, etc. They also happen to have the Dick Newick trimaran *Cheers*, a replica of Captain Bligh's launch, and a sad reminder of failed adventure, a double ended rowing boat found capsized in mid-Atlantic with no trace of its crew of two who were attempting a trans-Atlantic row in 1966.

I am now considering bringing this classic little catalog to you in its entirety as a winter season sort of small craft gathering, maybe sort of like a virtual reality experience? Wait'll you oarspersons get a look at the xavega, a beach launched four oared rowing boat which has a crew of 46, 11 to each oar with two supernumeraries. Those of you who are sailors might find the Bahreini pearling dhow of interest, crewed by 30-40 men and boys who routinely spent a month at sea aboard. I'll probably serialize it over several issues, two pages at a time. That way we'll get through them before the 2004 small craft gathering reports begin to come in.

On the Cover...

A friend of Turner Matthews caught this moment at the Mid-Atlantic Small Craft Festival as a Core Sound 17 and Turner's Penobscot 17 compare performance. Lots more on this event is featured in this issue.

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"It pretty much spoils you
for any other rowing
boat."

Yachting

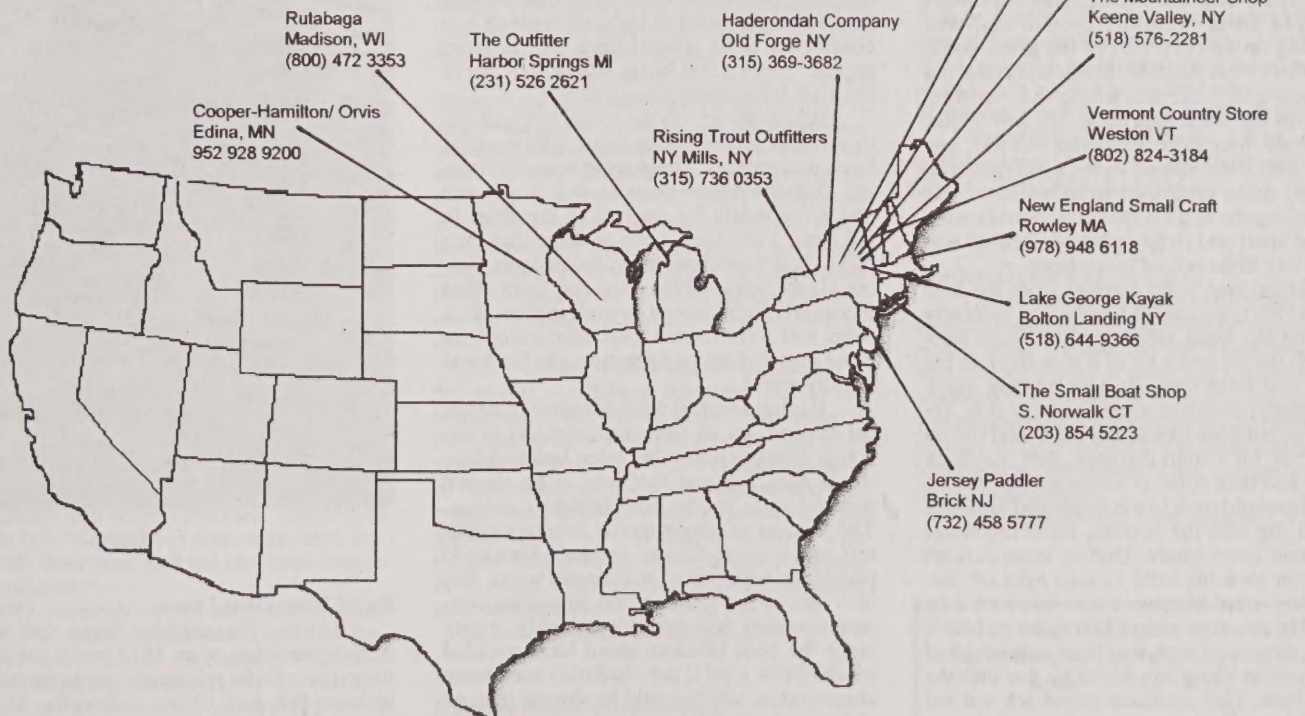
the ADIRONDACK GUIDE BOAT

Charlotte VT 05445 (802) 425-3926

adirondack-guide-boat.com

"It is 5:15 a.m. I am rowing my
Steve Kaulback Adirondack Guide
Boat off the coast of Cape Cod. The
waters are glassy. My prow slices
the surface. I disturb several diving
cormorants. I am transfixed. I am in
touch. I am human. Great stuff.
Trust me."

Tom Peters, *Forbes*



Cedar Guideboats

Cedar Guideboat Kits

Kevlar/Fiberglass Guideboats

You write to us about...

Adventures & Experiences..

Furious Fauna

I was poling my 12' duck boat in a westerly direction on one of the many creeks in the Suwannee National Wildlife Refuge. It was a clear and bright morning. The silence was broken by jumping fish and the songs of many birds. It was also broken by something keeping pace with me on the northern bank of the creek. Both sides were heavily treed with a lot of underbrush and tall grasses. Visual penetration was nil at best. Whatever was keeping pace with me couldn't be seen or detected. A flock of birds exploded into flight on my immediate right. This pacing had been going on for the past five or more minutes. I moved out into the middle of the creek which was about 20' wide and 3' deep. I had been looking for red fish.

The Lower Suwannee National Wildlife Refuge fronts on 26 miles of the Gulf of Mexico and contains over 52,000 acres of land and uninhabited islands. These islands range in size from 1 to 165 acres. It is a nature lovers' paradise. It is primal and about the same as when Ponce de Leon found it. Over 250 birds have been identified in this refuge. Black bear, otters, raccoons, deer, turkey, wild hog, and alligators are abundant. Just about every type of duck winters here, by the thousands. It is a fisherman's paradise.

That which had been pacing me finally emerged from the undergrowth and was standing on an open part of the creek bank. He wasn't from paradise. He looked and acted like hell's fury. He was black with bristling hairs on his back and neck. He had a low, thin body, long legs, a tapered and flat, low skull. His back sloped to his hind quarters. Two 6" tusks protruded from his snout. He was facing me and his two front hooves were spread apart and firmly planted. Retreat was not going to be one of his options.

There was foam coming from the area around his tusks and, when he was violently shaking his head sideways, the foam flew though the air and a lot of it was stuck to his chest and front legs. He was making quick repeated growls like a bear or large dog. He was not grunting like a hog. He would run up the creek for a short distance, turn, run back down and then come to an abrupt halt facing me. He would dash to the water and his tusks would dig into the bottom, throwing water and mud everywhere. During these actions he never took his little vicious eyes off me, and they were blazing. I saw no wound on him. He was in excellent killing form. I have never witnessed such hate in an animal. I had no illusions about my life if he got into the duck boat. That maniacal razorback wanted to kill.

I poled to the far bank and got on the oars. I rowed into Suwannee Sound and could still hear him growling and tearing brush apart. I later landed a 26" redfish and two sea trout. No pork chops tonight.

Don McCue, Chiefland, FL

Information of Interest...

Travels in Greenland Lectures

I am once again giving lectures about my travels in Greenland, this time it is with PowerPoint on a computer and it works out very nicely. If you know of any organization that would like me to give a presentation, send them my way. Thanks.

Gail E. Ferris, 1 Bowhay Hill, Stony Creek, CT 06405 5701, (203) 481 4539, galeferris@hotmail.com

More on Jargon

Jargon serves two important purposes. The first is to describe something quickly when using more common words would take more time. The second, and far more common, is to differentiate those in the know from those who are not. We doctors frequently use the second purpose to subtly remind a patient not to try to reinvent the wheel using his own body as an experiment. However, since "doctor" originally meant "teacher," I would like to come to Mr. Sperry's rescue ("You Write..." Nov. 15) by defining a few common nautical terms.

A garboard, since Mr. Sperry asked, is a special board located in the galley (which we already know means "kitchen"). On it, garfish are prepared and served. Now that we know this, it is obvious what kind of fish are prepared on a starboard. A larboard is much less commonly seen around here, but is more popular on oriental boats where they serve the Thai salad known as a "larb."

While we are on the subject of galleys, in ancient times there were whole ships known as galleys. These were actually floating kitchens whose purpose was to prepare and serve meals for the rest of the ships in the fleet. The meals were so huge that they had to boil their chowder by the galleon. Galley slaves were sailors captured from other navies who were forced to work in these meal ships and were beaten mercilessly since, in those days before refrigeration, the food was usually awful.

Having touched on the subject of nautical cuisine, let us turn our attention to the actual construction of wooden boats. A lapstrake was a board that had to be shaped painstakingly by the boat builder's tongue. The process of removing the resultant splinters, and the time it takes, accounts for a good part of the high cost of building in wood. It is also one of the reasons that fiberglass construction was welcomed so quickly, a pity since the boat builders could have avoided much of this grief if they had only used more sheerstrakes, which could be shaped with an old pair of scissors.

We have established previously that a head is a "toilet." Thus we have the term headsail, which is an old, worn out sail that is cut into pieces and serves the same function aboard ship as the Sears catalogue does in land-based outhouses.

The stem is the part which attached the boat to the boat tree, so every boat has one. Stern, on the other hand, is merely a description of the rebuke I am going to receive from my wife for wasting the time it took to write this nonsense.

Jon Cons, Porter, ME

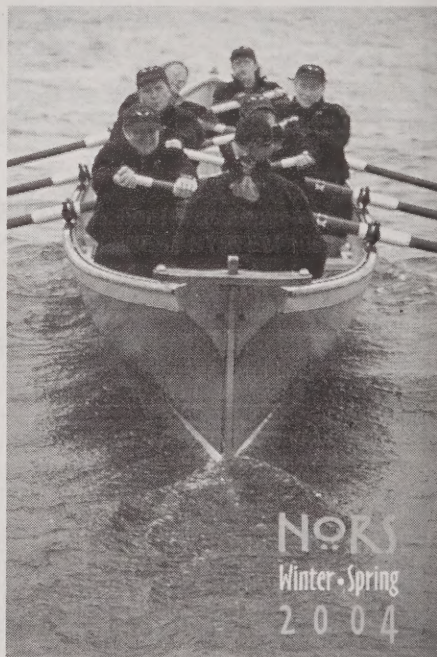
NORS 2004 Catalog

We are pleased to announce that our 2004 catalog of NORS gear is now available on request, 12 pages in full color of our posters, prints, canvas gear and apparel, and nautical jewelry inspired by my maritime and Viking themes, handcast in Newfoundland.

Our most important news is about Safe Haven, a fund raising project for Newfoundland Dog Rescue. With Newfoundland dogs' rich maritime heritage, we felt it appropriate to spearhead this project. Using donated sailcloth we're designing, manufacturing, and marketing a line of Safe Haven Sea Bags with profits donated to Newfoundland Dog Rescue.

There is a unique connection between recycled sails and renewing of a Newf's life. We're committed to raising money and awareness in support of this unique working breed. Perhaps you have sails you'd like to donate?

Alex Bridge, NORS, P.O. Box 143, Woolwich, ME 04579, (207) 985-7633, norsman@care2.com



Build Your Own Fame

Readers intrigued by *Fame*, that wonderful recreation of an 1812 pinky schooner turned successful privateer, may be interested to learn that Ray Crean, a Beverly, Massachusetts modelmaker, has created an accurate 1:96 scale paper wireline model of the *Fame*. Ray helped build the vessel and sails on it, so he should have the details right. And he did, color scheme, sails, flags, and all.

If this is of interest to you, send \$5 to him at 20-1/2 Porter Terrace, Beverly MA

01915 and you will receive one page of instructions, a color illustration of *Fame* under sail in Essex Bay, and four plates on stiff paper containing all necessary parts to build a nifty little model. By the way, Ray states that it is possible to float this model if you first spray it with two coats of clear enamel.

Hugh Ware, Manchester, MA

IYRS Accredited

In our 10th anniversary year, IYRS was recognized by the Accrediting Commission of Career Schools and Colleges of Technology as a school of distinction for our commitment to high standards of quality and career education. We are training shipwrights; saving boats, and preserving maritime culture and heritage as we also reach out to our local community, the public, and other schools and cultural institutions.

Looking ahead into our second decade, we will be expanding our enrollment (in 2003 we had 10 second-year students and 12 first-year students) and initiating the restoration of our 1831 Aquidneck Mill Building to house our growth. We are also preparing for the upcoming hull restoration of our IYRS flagship, *Coronet*.

David Pedrick, Chairman of the Board, International Yacht Restoration School, 449 Thames St., Newport, RI 02840, www.iyrs.org

Waterproofing Wood

The woodworker boatbuilder mythological belief that linseed oil waterproofs wood was proven false nearly 90 years ago. The U.S. Department of Agriculture Circular No. 128, October, 1930, "Effectiveness of Moisture Excluding Coatings on Wood," described work done at Forest Products Laboratory beginning in 1914. Their conclusion then, and in all their subsequent work, was that while some treatments slowed up the dimension changes of wood as it absorbed water "...a linseed oil coating had little effect..."

"During World War I (1914-1918) much trouble was encountered with airplane propellers getting out of balance and shape as a result of moisture changes." FPL developed covering propellers with aluminum leaf (extremely thin aluminum foil) that performed best and was used. The 1930 Bulletin describes work after World War I that included coatings of five coats of linseed oil plus two coats of floor wax and soaking wood in linseed oil. They also tested the complete range of paints, enamels, and coatings available at the time. They had best results with aluminum paints and some varnishes. Again they concluded, "Coatings or treatments with linseed oil, floor wax, and the like were low in effectiveness."

FPL research on the subject continues today. The latest publication I have is Research Paper FPL 462, December, 1985. Results reported include treating wood with linseed oil and linseed oil in mineral spirits. In both cases, the treated wood absorbed more water in a high humidity (90%) chamber than did untreated wood.

A more modern myth is that epoxy resin penetrates sound wood and that epoxy coating prevents water from being absorbed by wood. Except for end grain, and especially

plywood edge grain, epoxy does not penetrate sound wood to a significant depth. This is true for epoxy thinned with large amounts of solvent, except in contrived experiments with balsa wood, a natural sponge.

FPL found that three coats of epoxy resin gave the lowest water absorption of any of the coatings they tested, but after 60 days at 90%RH the epoxied wood had absorbed 73% as much moisture as if it were uncoated.

Boats are immersed in water, so I measured water absorption of 3/4" pine coated with three heavy coats of epoxy resin. These coatings were about twice as heavy as used at FPL. In fact, their total weight was a little over 30% of the weight of the uncoated wood. Immersed in water they absorbed 20% by weight of water in 200 days. That is the water content required to sustain rot organisms. There are two other requirements for rot to occur, presence of the organisms that cause it and oxygen to sustain them. The rot spores are astronomically larger than water molecules, so if the wood did not have them to begin with, epoxy coating would likely keep them out. As to the oxygen, the oxygen molecules are far larger than water molecules, and oxygen molecules do not have the unique properties of water molecules that make them capable of permeating any organic material, natural or synthetic.

I learned this the hard way in supervising a couple of million dollars spending on a DuPont research project to make building products or pipes of resins reinforced with kraft paper around 1960. Dry kraft paper is a pretty strong, stiff material, wet it is like the proverbial dish rag. The chemists doing the experiments tried every polymerizable mix they could conceive of, including epoxy resins to make products that wouldn't lose their stiffness in contact with water. The research director held his head in his hands when I told him we had had zero success.

I also epoxy coated exterior fir plywood (three equal thickness plies) with about 40% its weight of epoxy-resin and underlayment lauan plywood (thin skins and thick core) with about 30% its weight of epoxy resin. The fir plywood took about 1-1/2 years' soaking to reach 20% water absorption, but the lauan hadn't reached that point in two years and looked as if it never might. This hints that the glue lines between the skins and the core are quite effective barriers to water absorption.

Obviously, if your boat lives in the water, epoxy won't keep the water out of the wood, and if the boat is kept ashore there is no point to it. Now, epoxy is the best glue ever for boatbuilding. While encapsulation is of little value, epoxy is valuable to seal end grain, especially plywood edges. Use your regular epoxy mix for this, or dilute it with lacquer thinner to the extent of not more than 10%. Avoid CPES or similar products that are over 50% solvent.

David Carnell, Wilmington, NC

Exhaust Noise Attracts Fish!

I am a retired commercial hand line fisherman, fishing out of Chatham, Massachusetts. The rig I have shown in the photo is the best that was ever invented. I used it the last year that I fished, and I would beat the other boats 10 to 1 on codfish. It was also good on pollock, but I never tried it on bass.

When I built the *West Wind*, for the exhaust I used 2" pipe that I bought secondhand because I didn't need new. The picture shows the pipes from the V-8 engine jutting from the stern just even with the exact water line.

I don't know what it was, but something about the noise caused the fish to bite, and they bit well! At idle speed the fish would not stop biting until I shut the engine off, then they would immediately stop biting.

Try this, it will put money in your pocket.

Capt. Edward Tucker, Brewster, MA



The *West Wind* designed and built by E.A. Tucker.

Information Wanted...

Warren Nau Surf Dory

We have been in contact recently with Warren Nau, a retired boat builder from South Amboy, New Jersey. He was a builder of powered sea skiffs and SeaBright surf dories from 1949 through the 1980s. His surf dories were champion racers in the '70s and '80s. Warren also built a 17' sailing SeaBright skiff for himself that John Gardner covered in his May, 1984 column in *National Fisherman*. We would very much like to find and study one of Warren's surf dories. Can anyone help?

Walter Ansel, Shipwright, Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990, (860) 572-5343.

Trailer Lights Follow-Up

I have a follow-up question for Alan Glos on trailer lights (article in November 15 issue). After I break the tail lights backing into cement blocks or dropping logs on them when using the trailer as a logging rig, would you suggest replacing them with the more expensive waterproof ones? Do these really last longer than the regular kind (assuming no further accidents)?

Charles Johnson, E. Montpelier, VT

"Every man shall give as he is able, according to the blessings of the Lord" (Deut 16:16)

Needed: Boats and nautical gear

Cruising Ministries

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New Port Richey, FL 34653

(727) 849-3766

cruisingministries@hotmail.com

AMC River Guide

3rd Edition

Massachusetts, Connecticut, Rhode Island

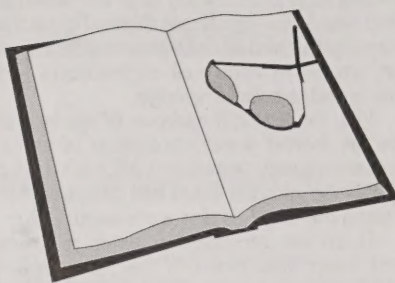
Reviewed by Larry K. Gould

Appalachian Mountain Club's River Guide, 3rd Edition Field Guide, is a pocket-sized volume intended to "bring current information about these rivers, (the four major drainage basins of southern New England), to those who would enjoy them." The requisite safety disclaimer is included as well as a paragraph cautioning paddlers not to abuse the privilege of access. The water may not be privately owned, but most of the land bordering our rivers is.

Included in the introduction section are instructions as to the use of the guide, describing the format of each listing with definitions of terminology used in each table and/or sample "Summary Table." Each table lists a starting and ending point with total mileage, a description of the water, Class I-II, tidal, flat water, and the date the information was last checked for publication. Most of the dates are two to three years old as of the publication date, and some are older, which means that time spent scouting for put-ins, take-outs, security, and access are as important as having the proper gear and knowledge for paddling. Also included are the seasonal time frames for navigability, high water, medium or any water at all water levels and months available. Scenery is a listed category. Is the land along the river urban, settled, or farmland? Is the land forested, with the look of dense forestation but with good roads nearby and farms and houses close, but not visible?

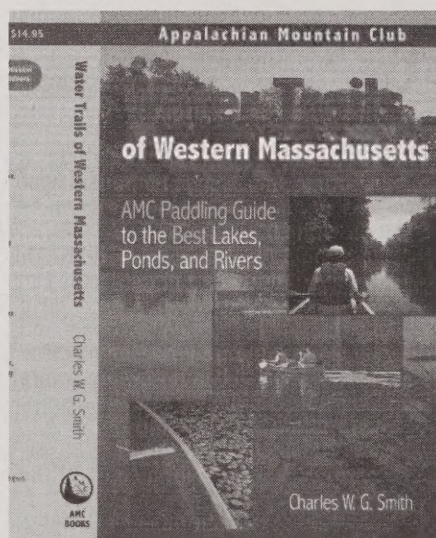
Each summary table includes the pertinent topographic maps in 7.5 minute series, unless 15 minute series are indicated. Portages are the last information offered in the table itself, with directions, (left, right or north, south, and the approximate distances from the start of the last trip). These carries are generally dams and waterfalls, but some are low water sections or rapids, classed higher than the rating for that portion of the river. Below the information in the table is a brief description of put-ins and take-outs and conditions of the water. This includes areas of interest to paddlers, supply availability, hikes, eddies, and play spots for surfing. Warnings of dangerous conditions are also listed.

The information above is offered as an overview of the *AMC River Guide* and how it is to be used. But how well does it work? This guide, in many cases, shows on a map where the river is but doesn't fully inform the paddlers of access situations. We spent most of a Saturday scouting the Housatonic River from Great Barrington, Massachusetts, north through Stockbridge, Lenox, Pittsfield, and on up to Dalton. There is one put-in listed in the book below the last dam in Dalton. We did not find that one, but did find one at "Canoe Meadows," an Audubon Society recreation area with canoe access, as well as a flat water site in Lenoxdale that borders the October Mountain State Forest.



Book Reviews

This book is a River guide and, as such, probably describes the condition of, and/or, the water accurately. The *AMC River Guide* limits its liability by providing only the most limited information regarding access to the water. Local knowledge is required. Most areas will require detailed scouting, shuttling of boats, gear, and people to and from the area to be paddled, as well as support people and vehicles. A spur of the moment paddle is not what this book is really best suited for. Daydreaming through the pages, planning a scouting trip, and setting the wheels in motion for a full scale outing is what this book is best for.



AMC Water Trails Of Western Massachusetts

Review by Joe Zammarelli

Once again the Appalachian Mountain Club shoots itself in the foot by saddling an otherwise fine guide with shoddy production. But if readers can get past the blurry photographs and inconsistencies, they'll be rewarded with a unique book that deserves a

place on every water rat's shelf, if that rat lives within two hours of Pittsfield, Massachusetts. Because *Water Trails* is, for better or worse, of limited geographic appeal. This is not a destination guide, you wouldn't want to plan your vacation by it. But technical faults and geographic restrictions aside, *Water Trails* offers something unique among guide books, reliability.

Contrary to the cover's claim that there's something for everyone, most of the trails will pose little challenge to even the most inexperienced paddlers. And that is clearly the author's aim. *Water Trails* is meant for hikers who want to get their feet wet, as it were. And regardless of the season or the vagaries of dam controlled flow, paddlers are assured plenty of water, beautiful scenery, and little or no company.

Before we get to the meat of the book, let's take a quick look at its flaws, they are few and not fatal by any means. First, the photographs don't do justice to the beauty of western Massachusetts. The cover shots are gorgeous, but unfortunately the color film did not translate well to the black and white print format. Many of the pictures are blurry and some images look like little more than lumps in varying shades of gray.

Another problem is that, in some cases, the detail trail maps don't match the locator map. Admittedly, the locator map covers half the state and is meant as a general reference, but the detail maps should agree, at least in general location and geometry. Some don't. For instance, Trail 25 is a 4.8 mile stretch of the Housatonic River south of I90. On the locator map it shows as a gentle arc moving from northwest to southeast on the west side of Route 7. The detail map, however, shows it as a serpentine, north to south run on the east side of Route 7.

But the most glaring fault is that the cover promises the best waterways, yet a quick flip the book through reveals modest excursions of limited appeal. The author admits his concerns about the cover copy and it isn't until you read his criteria that the book makes sense. However, you shouldn't have to wade through an introduction to find out why there's a disconnect between cover copy and content.

These are not serious problems, but they turned this reviewer off and had I been a customer in a book store, *Water Trails* would have found itself quickly back on the shelf. And that would have been a shame. Because *Water Trails* has some distinctive features that make it a keeper.

Two years in the making, you would expect the book to be riddled with errors. Most guides are outdated before seeing the light of day. Things change. The must visit coffee shop full of colorful characters or the must see beaver dam are long gone. But *Water Trails* is different. All those tasty details, the things that usually sell guides, are missing. This is a good thing! It's what makes *Water Trails* timeless. The author provides enough detail to give readers a feel for the trails without subjecting them to sensory overload. By limiting details, *Water Trails* is useful today, it will be useful next month, next year, probably ten years from now.

The layout is simple, logical, and useful. A locator map and reference chart give the reader the overall picture. In the introduction that follows the author explains his phi-

losophy. The trails had to meet four criteria: challenge, peace and quiet, special interest, and reliability. I question the "challenge" condition, given that most of the trails are on lakes or ponds and only two rivers have Class II rapids. But challenge is a relative term and hikers new to paddling may have their work cut out for them. In keeping with that last point, the author also includes a brief introduction to paddling, essential gear, and safety.

What follows are descriptions of 32 trails. Section One, with 21 trails, is devoted to lakes and ponds. Section Two has 11 river trips. Lengths vary from little more than half a mile to over nine miles. Each description starts with a bulleted list of the trail's features, including water type, distance, scenery, surface area or gradient, and portage info.

This is followed by a short introduction. Next comes a detailed map. There is a second bulleted list of things to look forward to. In the case of Trail 13, a four mile trip around Big Pond, you can expect wind, wildlife, and carnivorous plants (hmm, maybe there's more challenge here than I thought). A more detailed description follows and, finally, the author provides directions in a section called "Getting There."

There is one more interesting feature and it has nothing to do with water. *Water Trails* is also a hiking guide. Surprise! Many of the water trails are near scenic hiking trails and the author includes a dozen trail guides, called "Boot Prints," to entice paddlers out of their boats (or possibly to reassure tyros that terra firma is close at hand). Given that most of

the water trails are relatively short and may leave the reader wondering whether the trip is worth it, hiking adds further inducement to make a day of it. The descriptions are short, but all the trails are well marked and should pose no problems even for inexperienced hikers.

All in all this is a dandy book. For the experienced, these are nice safe trips, perfect for introducing friends to the joys of canoeing or for those times when you don't feel like working all that hard. For the newcomer or occasional paddler, here are safe, fun treks to be enjoyed whenever the urge to hit the water hits. And while I'm more at home with the taste of salt water on my lips and a mainsheet in my hand, I'd keep *Water Trails* around just in case.

Coming over the top of Plover Hill this morning, as we turned towards the Sound the vista that met our eyes was one of winter's clearest skies. A few clouds nudging up from the horizon rimmed the horizon. A freshening breeze smacked the infant waves that laced the blue and gray tweed like surface of the Sound. There were a dozen shadings of blues and grays, shot through with threads of white foam.

Toward the northern edge of Clark Beach were two Eskimos! I slowed the roving Window on the Water to a spot unimpeded by rooftops or tree branches to be sure I wasn't hallucinating. The Captain concurred that indeed there were two single kayakers out on the water paddling down the Sound with the resident swans mirroring their progress. Having just returned from a weekend of 15 degrees below zero in New Hampshire, neither one of us could imagine anyone would willingly set out on the winter sea in something like that!

Giving in to curiosity, I stopped at the house to change into a warmer coat and ear covering hat and to nuke some cider to warm the intrepid paddlers and loosen a story from their frozen lips. I'd timed it perfectly, as they approached Pavilion Beach I waved the thermos of cider and lured them to shore. They were coming in anyway after two hours of fun, so perhaps the cider was just a nice surprise for them and a good social ice breaker. After introductions, I helped to load the kayakers into the racks on each vehicle. We sat in the larger one so I could learn why two grown men of a "certain age" would be doing this.

Bob B. drove over from Concord, Massachusetts to meet up with Jim B. of Danvers, Massachusetts. They were both a bit apologetic for not moving more nimbly as they extracted themselves from their craft. Bob's just getting back into paddling after hip replacement a while ago, and Jim has had surgery on his shoulder. These fellows are members of a loosely knit organization called "Northshore Paddlers Network" <nspn.org>. The group was started in 1998 by Bob Burnett (not this Bob B.) who was seeking people



Window on the Water

By Chris Kaiser

Eskimos

interested in enjoying and promoting safe paddling. Jim is one of the presidents and Bob has been a member since 1999.

Both wore bulky loose fitting dry suits, very different from the sleek and snug wet suits that are a more familiar sight. They need to be loose, to accommodate the many layers of warm clothing worn underneath. Neoprene booties inside thicker boots kept their feet dry and warm, seals of snug thin neoprene close off the neck and wrists. With a PFD worn under as well, the flotation should they be dumped would be positive. The only areas at risk of chill were their hands and heads. Their hands should have been protected with gloves made for the sport, but today they wore regular winter gloves and their fingers were very cold. Heads can use a ski type mask to protect against frostbite but it's important NOT to over cover the head, as the body heat needs to have an escape route.

As the paddlers were hauling out, a pair of goose hunters came in as well, the hunters hauled their boats and drove off before I had a chance to speak with them. Despite their camo coveralls and wader gear, the hunters

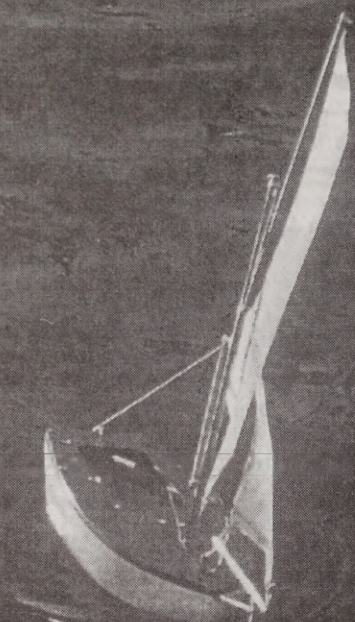
looked and acted very chilled. This proves the right equipment makes all the difference.

After talking with Bob and Jim, I felt that NSPN seems like a good choice for anyone looking to learn about kayaking or to polish skills. It offers a wide range of activities. With around 400 members living from Concord to Boston, and along the North Shore, any aspiring kayaker would never lack a paddling companion again. There is a wide range of interests represented in the group. One of the members was the winner of the women's single kayak class in the 2002 Blackburn challenge race. Others train to be trip leaders, there are trips offered in many locations and in all seasons. The main purpose of the group is to teach people to kayak safely.

Back to the gentlemen I accosted on the beach. Like most boat folk they were happy to share information. Bob's craft is a bright red top sided Finnish boat, the Millennium model made by Kayak Sport. Jim's was a bright yellow British craft, the Orion model made by P&H. From the front handle looking back as I helped load them I'd guess them to be 16 to 17-footers. We parted company with the promise to connect come warmer weather and have lunch out on the sand bar. I'll be looking at the NSPN website and making new friends as I venture into the world of kayaking this spring. Once Kurt gets his Arctic Tern built and afloat, I want to build a skin on frame model for myself.

As I sit by the window, typing this essay, the clouds have crept up to fill in the sky. The tide has turned, showing the sandy shallows between the darker blues. The swans have returned to the beach to beg handouts from anyone willing to brave the chill wind. I have one advantage over my local Eskimos, and that is that while they were on the water, they missed seeing the changing colors across the sound. I see all the nuances from my 30' elevation. If it weren't for the frozen crusts of snow and ice on the lawn, I'd say it could be July or the Caribbean out there, so striking are the shadings. There's always something happening outside my Window on the Water.

Middle Atlantic Small Craft Festival XXI



Ron Gibbs' model boat personifies "small" in the Small Craft Festival.



A felucca and *Chloe* brighten the sky with their red sails.

Photos by Ron Gryn, Bill Covert,
Lois Bannan and Ned Asplundh.

Eager young competitors await the signal for the kids' paddling race.



By John Ford

The Mid Atlantic Small Craft Festival is a three-day event which has been taking place the first weekend of October at the Chesapeake Bay Maritime Museum in St. Michaels on Maryland's Eastern Shore for the past 21 years. There are usually around 300 participants who arrive on either Thursday or Friday, most of whom show up with some type of small boat and a tent.

The first order of business for the weekend is choosing the perfect campsite and getting the tent set up. This activity is almost always accompanied by lots of conversation and laughter as everyone gets reacquainted with old friends and acquainted with new ones.

Once this activity is completed, participants can move on to the real reason they are here. The Museum waterfront on Fogg's Cove quickly becomes filled with people and boats, some paddling, some sailing, and others just drifting around, but all obviously having a great time.

On Friday evening the event officially opens with a cookout. The Museum provides the grill and a sampling of local seafood, and the festival participants, who have now been joined by most of the Museum staff, provide their own delicacies to cook. The cookout is usually accompanied by some form of entertainment. This year's festival participants were treated to music performed by local bluegrass favorites "Bitter Creek."

On Saturday participants have the option of entering their boats in one of four judging categories. There is one category for traditional boats, one for restored boats, one for contemporary boats, and one for paddling craft. Boaters can also enter either the paddling race or the sailing race. These races are somewhat competitive, but like all other activities of the weekend, are designed primarily for fun.

Dinner is served at 6:00 PM and is followed by the awards presentation for the winners of the judging and the races. There are also several other not so serious awards that are presented at this time. The "Broken Oar Award" goes to the skipper who most obviously breaks something on his or her boat over the weekend. And the "Fish in the Boat Award" goes to the skipper with the most spectacular capsizing of the weekend. Saturday evening this year was concluded with a lecture on Chesapeake Bay buyboats by keynote speaker Larry Chowning and a stargazing workshop led by Andre DeBardelaben and Karen Weir.

These things are just a few of the highlights of the MASCF 2003. The rest of the time was filled with workshops on different topics, some related to small boats and some that appealed to more diverse interests. There were also children's activities throughout the weekend and other less structured activities for the adults as everyone spends their weekend simply enjoying their boats and the company of others who are enjoying their boats.

For more information on this event or to be placed on next year's mailing list, contact Robin Newberg at the Chesapeake Bay Maritime Museum, (410) 745 2916, ext. 109.



The Sunday morning sunrise eventually brought a bright, clear and breezy day, perfect for a final St. Michaels sail.



A 19' stretched Melonseed.



Chloe, a dory "of the rakish kind."



At right, March Pettengill puts a CLC Sassafrass 12 through her paces. Below, a panorama of CLC and other kayaks and boats adjacent to one of the launch ramps.





Electric launch with sumptuous lounge.



Little Dubber mini kayak sports turtle figurehead.

Incredibly fast banana yellow proa momentarily at rest.



A Fantastic Gathering of Human Powered Craft.

By Paul Lubarski

Today is Saturday, October 4th, and I'm on my way to another Mid Atlantic Small Craft Festival. This annual event is hosted by the Chesapeake Bay Maritime Museum at St. Michaels, Maryland. It's unseasonably chilly and breezy with the possibility of light showers, not the heavenly weather we had at last year's event.

I am stopping in Greensboro, Maryland, to pick up my friend Jack Willard, a new kayak enthusiast. I promised him a fantastic gathering of human powered craft and he won't be disappointed.

Parking is a problem. The Museum has enlarged the parking area but this event seems to attract more participants each year. There are easily over 100 boats this year. We managed to find parking at a municipal lot two blocks away.

Many of the boats on hand are regulars, but there are always new entrants. We check out the incredibly fast banana yellow proa and the exquisite deck of contrasting woods on a two-masted sailing canoe. Color seems to be becoming important, mauve, dark turquoise, even boats painted white were decorated with broad bands of red or royal blue.

There were lots of pets this year, some of them acting as crew and others just spectating, all of them having fun.

The photos show that everyone wore jackets and kept their hands in their pockets because of the chilly air.

Anyone who would enjoy seeing a large array of magnificent small craft of all types having a great messabout, should not miss this event in 2004.

"Just Molly and Me and Baby Makes Three." A John Welsford Sherpa tender built by Kent Island Boatworks.

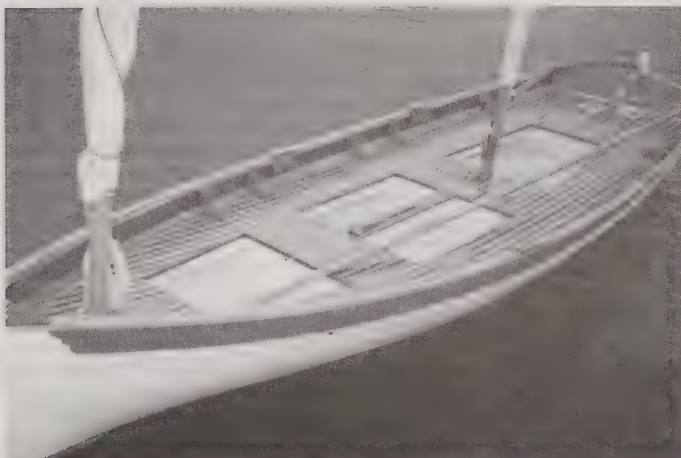




Elegant strip built Adirondack Guideboat and canoe.



John Thomson's 12' camper cruiser.



Exquisite decking in this Penobscot 17 wherry.



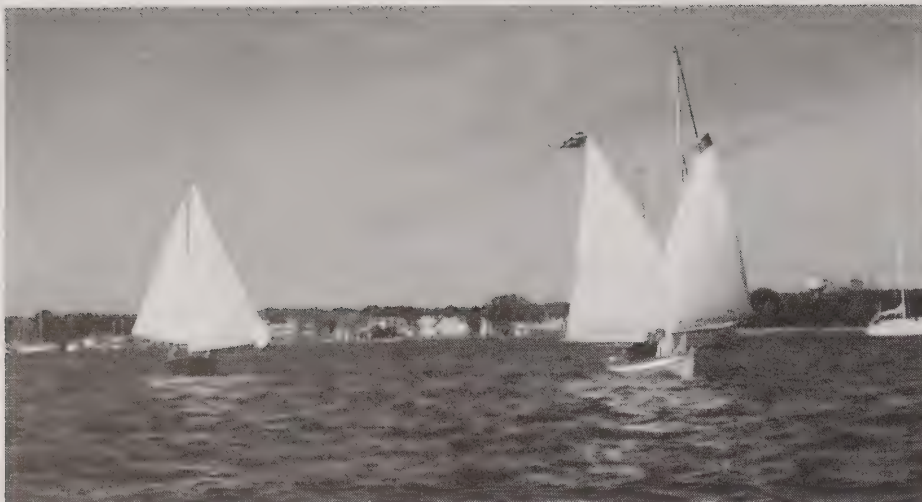
Electric canoe launch and runabout.

Traditional sailing canoe of yesteryear.



Great Pelican, fast and stable, fun for three with space for one more.





Core Sound 17 and our Penobscot 17, in light air we were a little faster but when it breezed up they smoked us.



Scott LaVertue hanging well out to port keeping his Rushton sailing canoe on its feet.

A nice little skiff moving right along.

Another sailing canoe in a more sedate posture.



Small Boat Epiphany

By Turner Matthews

I have been sailing for most of my life, beginning with optimist prams and working my way up through a variety of craft. During the late 60's and most of the 70's, I competed as seriously as I could in MORC events, going through four boats, and an interminable number of sails in an attempt to prove something. I never really figured out what that something was however. It was always fun to win or place, but at some point that started to become more important than having fun to many of those who raced with us, and as a result of this changing climate, coupled with some economic losses from Mr. Carter's double digit inflation, followed by Mr. Reagan's double digit interest I sort of let go and was boatless for most of the late '70s and early '80s.

Recovery began in 1986 with the launch of a 21' gaff rigged sloop, which I built with much support from friends, in my front yard. With this boat I regained my perspective on sailing and why I did it. In so doing, I came to realize that for me, smaller and simpler is better, and I have had day after joyous day of sailing in this boat.

Fast forward to October, 2003, St. Michaels, Maryland. I am attending my first Mid-Atlantic Small Boat Festival, hosted for the 21st time by the Chesapeake Bay Maritime Museum. I am there with four friends and two boats, a 19' Wm. Atkin inboard launch, and a newly completed and heretofore unlaunched Penobscot 17' lug schooner, designed by Arch Davis of Belfast, Maine.

I find myself surrounded by small boats of every description; 160 in all, of which at least 65 70 are sail powered. As I sense the friendliness and lack of pretentiousness amongst the participants, I wonder where I have been to have missed the first 20 of these events. Being there was not unlike an AA meeting, in that I never heard anyone's last name, and we all simply had one common interest, not of staying sober, as in AA, but the love and joy of small boats, most of which were built by those present.

The festival actually only encompasses Friday evening, through noon of Sunday. We arrived on Thursday afternoon, however, and were not the first to be there. The event is about friendships and boats and nothing else, and the earlier you get there the more of those two items you receive.

Total participation this year was 160 boats registered; down from 180 last year due to some bad weather and Hurricane Isabel, which visited the Chesapeake two weeks before the event.

The festival is set up for camping on the museum property, and most of the participants do so. There is one group of friends who always play Appalachian music into the night, which is reason enough to camp out. Many families attend, and as an example, one father with two daughters and a friend from home brought four boats, one for each, from Chapel Hill.

In addition to being this little community of campers, there was always someone to lend a hand with anything you might need. I learned fairly early, however, not to hang

out at the launching ramp, as almost all of the boats were hand launched down temporary ramps, with help from those standing about, the beautiful beach adjacent to the museum property having recently been occupied by a very ugly breakwater placed there as a result of another condominium travesty to our environment.

Loosely structured is, to put it mildly, the modus operandi of this festival. Whatever you are doing with your boat at any particular moment, that's what it's about; with the exception of Saturday afternoon, when the sailing boats all come together for a race out on the Miles River, which could best be described as a mutt derby given the incredible variety of craft which participate. Additional races for the canoes, kayaks and pulling boats take place later in the harbor.

This year, Saturday morning dawned gray and overcast with winds 15 25 from the southwest, not a good day to race a pram, penguin, sailing canoe or any number of other small boats. Nevertheless, peer pressure being what it is, 34 boats turned out for the event. Fortunately, the winds moderated to 12 18 before the race, so it was to be exciting, but not necessarily catastrophic. We went with a crew of three, and no reef in the Penobscot, despite its 139 square feet of sail. It's a rather surreal experience for me, my last race was over 25 years ago, and here I am, with no stopwatch or compass, and only a vague idea of where the starting line or course is, and yet having a really great time watching everyone else doing the same.

I have a plan: With the first leg to be a broad reach, I'll make an attempt to be at the windward end of the line, wherever that might be, then tack and run for it one minute before the start. As my crew's watch says one minute to start time, we tack, only to hear the starting gun. We are almost dead last over the line, and still, it doesn't matter because we're having a hell of a good time in last place. Sud-

denly, however, we start to pass boat after boat. Granted, they aren't all boats which are competitive with us, but it still feels great to pass them anyway.

The fleet, as best I remember has 6 Sunfish, 2 Melonseeds, an Optimist pram sailed by a 9 year old, and beyond that, there aren't any boats of which there are more than one. We pass a Penguin, and several sailing canoes, one of which capsizes right behind us; it is nothing but exciting as we continue to work our way toward the first mark. By the time we approach it, we have sailed through about 2/3 of the fleet, excepting the Sunfish. Rounding it requires my first gybe in this boat; fortunately, handled without a problem, although several other boats are not so lucky.

The next leg proves interesting, as there is a fleet of star boats racing out on the river, and there seems to have been no coordinating as to the courses we and they are sailing. They are exiting to watch, however, and there are no major mishaps as we intertwine and cross tacks. By the second mark, I have my sights set on an 18' Joel White catboat which one of my crew was on during a pre festival event involving a short passage with 30 knots of wind and 4' 6' seas in the Chesapeake. I

also want to pass, and do, a 21' Crotch Island Pinky, which is crewed by five or six adults and a dog.

The last leg is a little disappointing, as it is to weather and requires more than just a fast boat. Despite its schooner lug rig, the boat seems a challenge. I, as skipper, am not as up to it as the boat, however, and manage to sail us into a windless hole, where we lose a minute or two. Once out of that, it's on to the finish line, crossing tacks at the last minute with a Caledonia yawl, which we beat by about five yards or less.

The end result of all of this is a 3rd place in the 17' and over traditional class, beaten by the Joel White Catboat and an open 18' Skipjack sort of boat, which incidentally, has been sailed from Florida to both Cuba and the Bahamas. It feels really great to accept an award at the dinner that evening. What is much more important, however, was the feeling of all those assembled and how what mattered most, was not the winning, but the presence of all of those people with, for that short time, a common goal of having fun with their sailing creations and friends.

I'll likely not miss another.

This Bolger design, one hull of a cat, has an offset daggerboard.



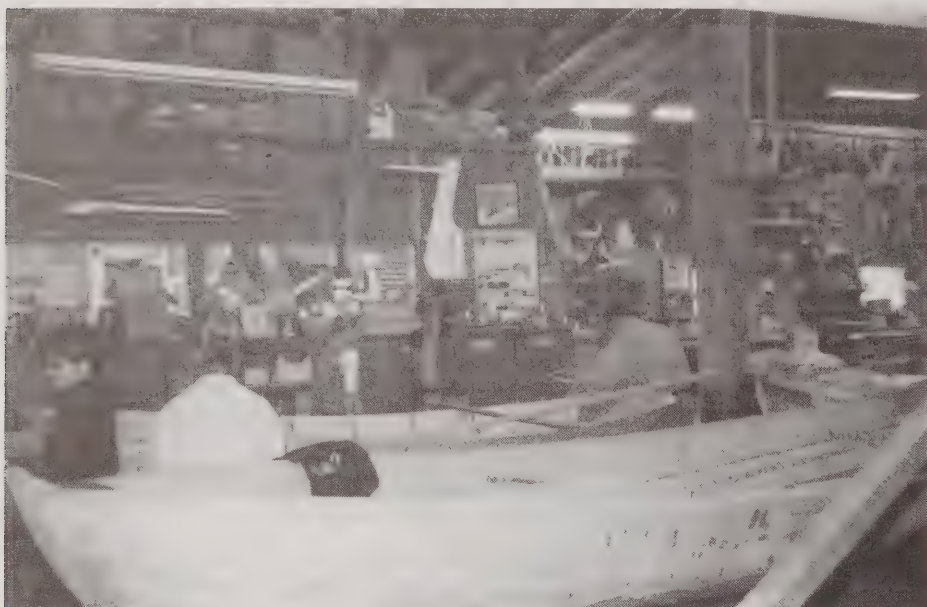
Frisky Biskit, from Chapelle.

Doug Burrell's skipjack skiff has sailed to the Bahamas and Cuba.





Skipjack restoration, lots of work here.



Apprentice workshop.



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In addition to its nine exhibit buildings and 18 acre campus, the Museum owns the most complete collection of artifacts, documents, and photographs tracing the cultural history of the Chesapeake. The Museum features the largest collection of traditional Bay boats in the world as well as changing exhibits, seasonal events, regular visits from a variety of tall ships, and more than 80 year round educational programs. Its library, located on North Street in St. Michaels, is open to the public every Tuesday and Thursday.

The Museum is open year round: Summer 9am-6pm; Spring/Fall 9am-5pm; Winter 9am-4pm; Closed Thanksgiving, Christmas and New Year's Day

Photos by Paul Lubarski

Restored Hooper Island launch.



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14th Annual Madisonville Wooden Boat Festival

B. H. Douglas MacNary

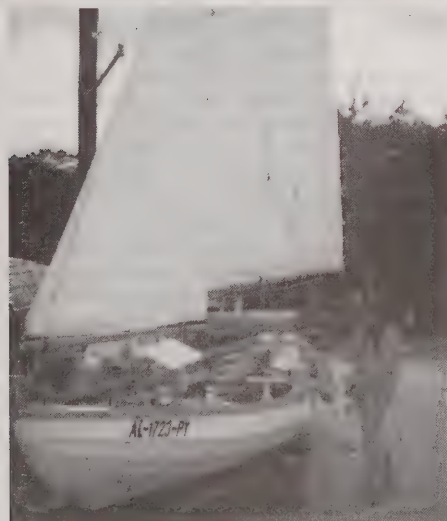
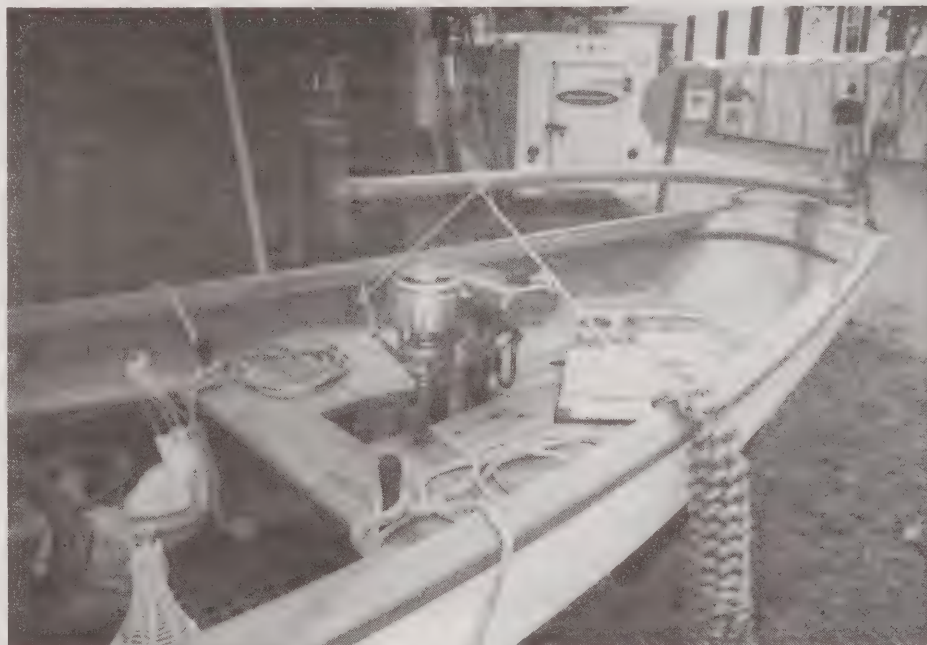
This festival is more of a food, artist, and artisan affair. The food, New Orleans style, was great and a few large wooden yachts were arrayed along the bulkheads, including four skipjack types, a few speedboats, and a few dinghies and pirogues. A large crowd attended despite the fact that the event has outgrown the site and distant parking required a pretty good hike to the site.

The action event was the Quick & Dirty Boatbuilding Parade and Race. The boats were mostly long and slim, crews were costumed in Halloween and pirate outfits. The race was a downwind leg only, most boats had square sails. When the wind died one crew threw its rig overboard and began to paddle, the others soon followed suit. Midway through the race a boat with a tiny sail came flying through the fleet...with the help of an outboard motor.

I am spoiled by my attendance at Newport, Rhode Island and St. Michaels, Maryland. I particularly missed the chance to converse with constructors and specialists in the wooden boat field. But this was a festival, not a boat show.



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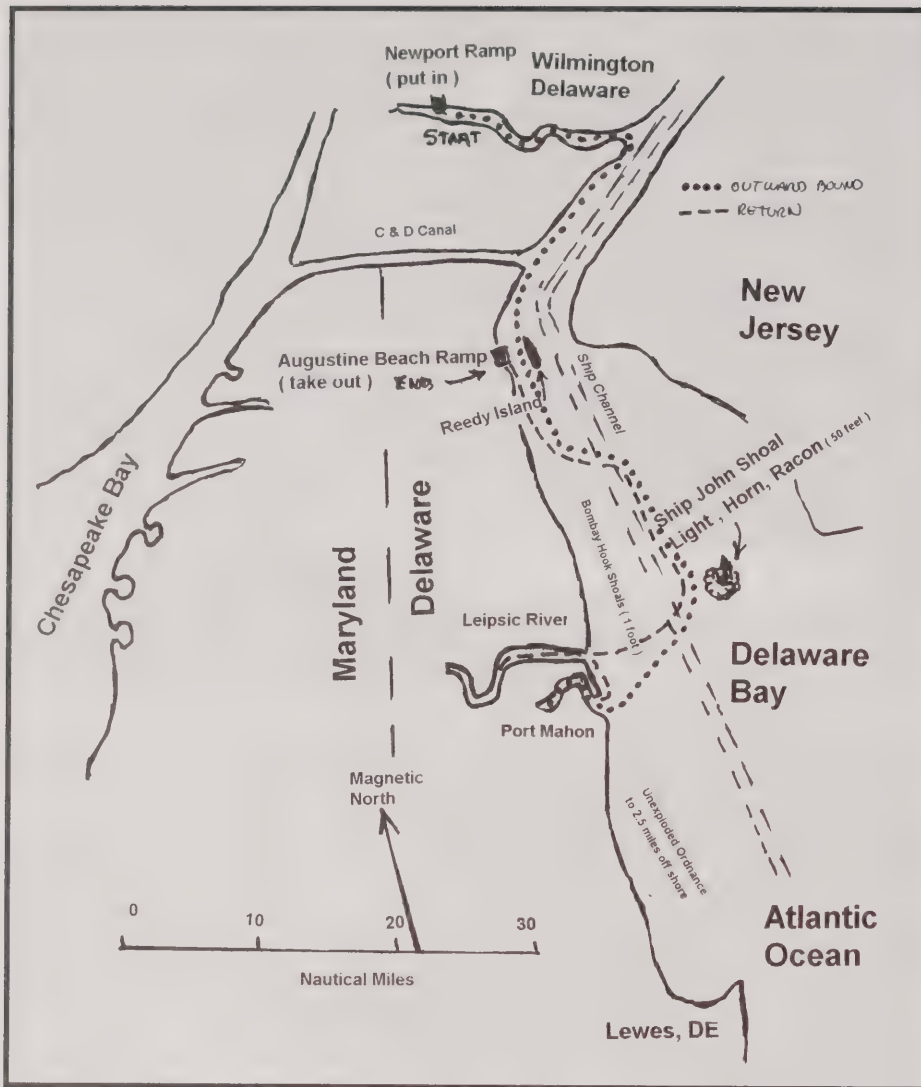
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Hard Luck Cruise

By Bill Zeidler



Lovely (!) Port Mahon, Delaware.

Ship John Shoal Light.



I'm thinking that the old nautical superstition (bananas on a boat bring bad luck) might be true. I ignored that warning in my provisioning for my one-week cruise down the Delaware Bay, and look what happened!

After almost 1000 miles and several years of power cruising in my 6hp PMT (Poor Man's Trawler) *Amenity*, a Bay Hen 21 sailboat converted for shallow water power cruising, I had come to feel quite at home on the upper Chesapeake Bay.

Although the Delaware Bay is almost unanimously reported as a rather unpleasant place to cruise, highly commercial (crabbing and fishing) vs. the more yachty Chesapeake Bay, opening directly to the Atlantic Ocean, a very busy shipping channel, potential violent weather and high sea states, few nice nooks to anchor in for the night, few hurricane holes, near nonexistent fueling stops, low and boring, flat, mosquito infested, reedy shoreline, fog prone, I decided to have one final cruise for the year 2003, a first time, one-week familiarization cruise down the western side of the Delaware Bay, a round trip of nearly 200 nautical miles from Wilmington to Lewes, Delaware.

By the end of the first day my handheld GPS would not acquire satellites, my much needed handheld depth finder quit, my installed marine VHF radio quit (I carry a handheld backup), the weight of the oranges, apples, and bananas in the gear hammock pulled the fittings out of the cabin bulkhead, and my AT&T cell phone told me "No Service."

NOAA radio had predicted dense fog for the next several mornings. Man did they get that right! A thick, drippy fog settled in overnight and did not clear until about noon the next day. Morning navigation (for me) was out of the question. A few local crabbers, however, zoomed through the fog to deploy and/or tend their pots. I think that is called "local knowledge" or just perhaps "making a living" vs. just messing about in small pleasure boats.

Although I always anchored near shore in the small, infrequent, but navigable rivers (Mahon and Leipsic), I did on occasions blow my red plastic lung powered horn when I heard powerful (but invisible) engines roaring my way through the fog.

By the way, the bottom mud in this area is like chocolate pudding. It took my three Danforth anchors to somewhat hold me in place against the very strong spring (and reversing) tidal flows, and even then I dragged a bit.

When the fog cleared enough for me to get underway, I continued down the Bay on the second day towards Lewes. My charts showed that I had to avoid the Bombay Hook Shoals. This required me to cross the shipping channel, head for the interesting Ship John Shoal Lighthouse, and then recross the shipping channel to get back to the western shore.

Although I have often navigated through many of the so called "minefields" of crab pot floats, I had never snagged one. First time for everything I guess. Black floats in choppy

water are extremely hard to see. Suddenly I was captured. I immediately killed the engine and tilted it up to evaluate the situation. Now I love to eat crab cakes and greatly respect the crabbers' work and investments. Luckily the crab pot float line was not wrapped around my prop. I was able to cut the line and reattach it to a float, saving the pot still sitting on the bottom, and was on my way. The required lifting (with one arm) of my 83-lb., 6hp, 4-cycle Yamaha engine up out of the engine well however did a job on my 70-year-old back. By the end of the day I had snagged two more crab pot floats. Oh my aching back!

Then, without a depth finder I ran into some mud well offshore that was not supposed to be there but was able to safely escape to deeper water. Although my boat hook works as a shallow water depth finder it is not the best.

NOAA was predicting more (and more dense) fog for the next several mornings. I made a mental remark, "Hey, this is supposed to be fun...and it's not working out that way." I decided that there was no way I could cruise only half days (starting each day about noon because of the fog) and complete my cruise plan. I decided that the prudent mariner course of action was to abort and turn back for home. It helped my ego to recall one of Tristan Jones's global circumnavigation cruises where he was met with adverse conditions and reportedly simply decided to go around the world the other way! I tried my AT&T cell phone to call my wife about my change of plans but was greeted with the words "No Service." Enough hard luck is enough!

I now have a greater appreciation for the real sailors who claw their way to their objective, tacking back and forth for 20 miles to make good one mile towards their goal. In my case I had to use every relatively fog free daylight hour to claw my way back up the Delaware Bay and River to Wilmington and to my car and trailer at the Newport, Delaware facility on the Christina River.

By the end of the fifth (and fog prone) day I was able to make it to the refuge behind Reedy Island in the Augustine Beach area of the Delaware River. I somehow got through to my wife on my cell phone advising her I was coming back two days early and where I was. NOAA continued to declare Fog Advisories and now also was making remarks about 20 knots or more winds. The fog was so thick and heavy that the winds could not blow it away. I was faced with two days of wet slogging and pounding up the Delaware River, often wind against the tidal flow.

I anchored in the small refuge area along with four large sailing cruisers flying Maple Leaf flags. This time of the year many Canadian "snowbirds" cruise down the East Coast of the U.S., head up the Delaware Bay, go west through the C&D (Chesapeake and Delaware) canal to get to the Chesapeake Bay, head down the Chesapeake Bay, then on down to Florida or out to the Bahamas, etc.

By midnight I knew it would be another soupy night as I could not see the anchor lights of the nearby Canadians or even the extremely bright lights of the Salem nuclear power plant on the other side of the river. Now and then throughout the night I could hear the low, somber bellowing of fog horns as ships and tugs made their way invisibly in the shipping channel on the other side of Reedy Island.

The next morning the fog was so thick that I could not see the shoreline and nearby Augustine Beach boat ramp which was only 20 yards away off my port beam! In a brief moment of slight visibility I noticed that someone on shore was flashing their car headlights in my direction. Clearing off my binocular lenses I saw my wife standing by the side of her car trying to get my attention. Through sign language and marital mental telepathy it was decided that I would weigh anchors and very cautiously motor to the nearby boat ramp, totally invisible in the fog but on a compass bearing of 300 degrees magnetic.

She suggested, and I agreed, that rather than continue on I might want to take *Amenity* out at this boat ramp, lock her up, and

Morning at anchor, where's is everything?

make her fast to the pier. She would drive me back to my original launching ramp near Newport, Delaware, about an hour car drive away. I would retrieve my car and boat trailer, return to Augustine Beach ramp, take the boat out there, and return home by land. The alternative was to wait until about noon for the fog to clear and then experience a slow, wet, pounding two-day river trip back to my original starting place.

The boat came out at Augustine Beach! By the time I was ready for the highway it was noon. The fog was just clearing. I was home in an hour, two days early, safe, warm, dry, aching back, and exhausted.

Interesting trip indeed! Guess I'll try this cruise again next year, but without bananas!







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The late summer months have been very quiet in this general area, perhaps because the positions of various flag states, multi-national and international organizations, trade associations, etc. have become well-publicized and well-known and everyone is waiting for the big International Maritime Organization meeting in December. The results of the IMO meeting will indicate the direction of future policy positionings and posturings.

Perhaps the only item of interest is that NATO's increased surveillance in the Mediterranean for terrorist activities has resulted in some unexpected and substantial decreases in commercial shipping insurance rates.

Hard Knocks and Embarrassments

At Cape Town, the young American master of the American-flagged container ship *Sealand Express* seems to have disregarded several warnings from an admittedly somewhat frazzled Cape Town port control, and his vessel dragged an anchor in gale force winds, heavy rains, and high swells and went aground in Table Bay, its second anchor unused. The ship was parallel to and about a hundred yards off Sunset Beach. Hazardous cargo was air-lifted off (Christmas crackers first and 56 tons of uranium ore last), most of the bunkers were removed, and the high capacity (9,000 tonnes per hour) dredge *Ham 316* struggled to remove the rapidly forming sandbank on the sea side of the stranded vessel.

Several times three or four large anchor-handling tugs (plus the mighty salvage tug *John Ross* when it was not off chasing down a fish poaching vessel for the Australians) pulled on the 33,000-ton *Sealand Express*. They succeeded in turning its head somewhat towards the sea, but failed to get it free. Several days later two anchor-handling tugs and the *John Ross* (back from its legal pursuit) pulled the *Sealand Express* off Sunset Beach.

Vapors in machinery spaces aboard the Russian tanker *Victoriya* caught fire at its moorage on the Volga and one crew member was killed. Oil spillage and pollution, although present, were largely contained and environmental damage seemed minimal. The vice governor estimated that damages would amount to about \$5 million.

The Antwerp pilots have been having a difficult time lately, pilots were in control when two pairs of ships collided within one month. Grimaldi's brand new multi-purpose RO/RO *Grande Nadia* collided bow-to-bow with the inbound vehicle carrier *Nada V*. Whether pilot confusion or a mechanical problem was responsible was not clear, but there was no pollution, no injuries, and two badly bashed-in bows. About three weeks earlier, the container carrier *Pelican 1* had been rammed near its stern by the container ship *Maersk Bahrain*. Nine tugs pushed the badly wounded *Pelican* against a sand bank.

In the next few days, containers were unloaded from Hold #5. Further salvage seemed relatively easy but that was not to be the case, there was too much water still inside and patching holes was proving difficult. Twelve harbor tugs made two attempts to pull the vessel free but failed. Then a large sheer legs was brought into play to hold up the flooded stern of the *Pelican*, and the ship floated again. The total effort required the

Beyond the Horizon

By Hugh Ware

services of 13 tugs, two sheer legs, a cane/pump vessel, a launch tug, a small tanker to hold water pumped from the flooded hold and engine room, another floating crane, several push boats and barges, and the to-be-expected patrol and pollution control vessels. At a pier, further unloading was interrupted when the connecting boom of a shore crane broke, causing the top of the crane to collapse and kill the crane driver. Steering failure on the *Pelican 1* caused the collision.

Four days after working on the stranded *Pelican*, the azimuthing stern drive Belgian tug *Burcht* capsized while working the container ship *MSC Noa*. Three crew above deck escaped but the engineer was trapped below and was later heard knocking against the hull. The tug was pushed against the channel bank (a standard procedure in those waters) while rescue workers frantically tried to rescue him. They failed.

In the Port of Karachi, the tanker *Tasman Spirit*, with a pilot on board, ran aground off the coast of Karachi during monsoon rains. A Chinese fire drill then resulted whose acts were too numerous to detail but here's a quick summary: The Karachi Port Authority said it would control the cleanup since that was its job and no help was needed (that position was to change)! Lightering off the *Spirit's* cargo of 67,534 tonnes of Iranian light crude oil started almost two weeks after the stranding. Soon the Pakistani Navy and Atomic Energy Commission (which will attempt to control spill damage by methods including bacteria that eat oil) both became involved. One Pakistani authority stated that some oil, but only a little, had leaked, but observers noted extensive shore fouling as booms around the ship were displaced by high monsoon tides and clean-up vessels became damaged by heavy swells. Guesstimates were that more than 25,000 tonnes had been spilled.

Then a major crack appeared as the *Tasman Spirit* sank deeper into the bottom, and it finally broke in two. Professional groups and firms around the world helped with advice as Pakistan faced a major pollution event, and a Greek salvage firm was hired to remove the oil while a Dutch firm was retained to remove the two parts of the vessel. Pakistan filed a formal complaint with the IMO claiming damages from the tanker's Greek owner. A fine of \$200,000 has already been paid. Etc., etc.

Environmental Threats

The aging, rusting Russian nuclear submarine *K-159*, raised from the harbor bottom after it had been abandoned by the Soviet Navy, was put on four pontoons and sent out into stormy seas towards a port where its reactors could be removed. The sub started leaking and the crew called for rescue. One of the pontoons was torn away and the sub sank. Of the ten aboard, only one man was recovered. Although its two nuclear reactors were shut down in 1989, there are fears that there might be radiation leaks. "Every safety rule was violated," stated one retired Russian Ad-

miral who had commanded the *K-159*. Others suggested that the sub had needed no crew and the sailors may have been hitchhiking. The Russian Navy said it would raise the sub.

Taiwan took 158 barrels of dual-use chemicals off a North Korean freighter after its master failed to comply with a promise to unload them. Phosphorus pentasulphide can be used in insecticides or as a fuel additive, but it can also be used in nerve gas.

In the North Sea the Draugen field, operated by Royal Dutch/Shell Group, released between 500 and 800 cubic metres of crude oil. The leak is Norway's third biggest leak after a 1977 leak of 12,700 cubic metres and a 900 cubic metre leak in 1992.

Australia has toughened its penalties for oil discharges, even those causing "accidental pollution" due to worn or deteriorated equipment. If oil was released, special attention will be paid to equipment associated with oil separators to detect possible signs of recent use such as toolmarks or fresh repainting. Fines for master and shipowner could reach AU\$220,000 and crew members may also be prosecuted.

Ferries

A woman is suing a ferry line claiming the crew of the *Konigen Beatrix* failed to throw life rings or ropes after her husband fell into the Irish Sea. She also claimed that vehicles parked on the car deck prevented the pilot's door from being opened so someone could snatch her husband from the water. Also claimed were that the ferry ran into her husband as it maneuvered and that one officer slept through the whole episode.

More than 170 passengers were rescued from the ferry *Trident Six* after it hit rocks in thick fog off the small island of Herm in the Channel Islands. The vessel was refloated several hours after the passengers had been taken back to St. Peter Port by sister ferry *Trident Five*.

The Lagos State ferry *Babakekere* broke down, leaving hundreds of passengers stranded at about the same time that the National Inland Waterways Authority's only ferry broke down for the same mechanical reason.

The Egyptian ferry *Al-Safa* with 1,300 passengers on board left Suez for Jedda, broke down about seven hours later, and drifted in the Red Sea for more than four days. Or so claimed some passengers.

Competition for Greek ferry services will be opened to foreign European Union companies. In a two-tier system starting January 1, 2004, smaller islands would be serviced at fixed rates and schedules by operators receiving EU-approved subsidies, while service to larger, more lucrative islands would be opened to competition. This plan has caught several Greek ferry companies in awkward business positions and the Greek government is concerned.

Readers will be relieved to hear that last month no major ferry disasters occurred in Africa, India, Pakistan, China, or the Philippines, although one Indonesian ferry, the vehicle/pax-carrying *Wimala Dharma*, was lost off Bali in rough seas and at least five died while 135 were rescued. And the Fijian ferry *Ovalau* slowly sank for unrevealed reasons. Its 20 passengers were rescued by sister ship *Princess Ashiki*, but 12 trucks and other cargo were lost.

Cruise Ships

A passenger died and four others were hospitalized after contacting a flu-like virus suspected of being Legionnaire's Disease on the cruise ship *Ocean Monarch*. And a 15-year-old boy told police he had been sexually assaulted in the ship's sauna on board the *Star Princess* shortly after it left Seattle on an Alaskan cruise. Police in Juneau arrested the suspect.

The Greek sailing vessel *Angelka* sank near the Ionian island of Paxos and 25 German tourists were rescued by the Coast Guard and other vessels. The master refreshingly told TV cameras, "It was the result of a bad calculation on my part. I sailed into the reef and I thought I was far from it."

Scrappings and Buildings

K-19, the first Russian nuclear submarine, will be scrapped at the Nerpa Shipyard near Murmansk after failure of all attempts to make the vessel into a museum. The sub was not only was the first Russian nuclear sub, it was the first nuclear submarine of any nation to suffer a reactor disaster. The accident happened off the U.S. coast on July 4, 1961, and has been memorialized in several books and films including one, *K-19: Widowmaker*, with Harrison Ford as the star.

A large tanker is being scrapped at Gadani, near Karachi. The 75,000 tonne vessel is the largest and heaviest vessel to be scrapped at that scrapping yard. The job should take about five months. Pakistani scrapping was very slow a few months ago because many ships that were scheduled to be scrapped went back into service to benefit from increased rates. The Pakistan government recently reduced taxes for scrappers.

In India, Alang scrappers closed shop for three days and put crews on a four-day week as scrap prices plunged from about \$240 per light deadweight ton to the \$130 range. Elsewhere, Greenpeace blasted the scrappers for concealing the true numbers of workers hurt and killed by explosions within the last six months, claiming that at least 25 died and 50 were injured. A spokesman for the Alang scrappers quickly responded that about 10 had died in the last six months in two major accidents. He also pointed out that it was hard to suppress news in India.

A Texas congressman asked for investigations of the deal between the Maritime Administration and British firm Able UK for the scrapping of a dozen ships from the fleets of aging vessels under MarAd's care. He wants U.S. firms to have the work. (U.S. firms have often found such work to be detrimental to their fiscal health.)

Kariba, the first of several ships that collided with the car carrier *Tricolor* in the English Channel before and after it was sunk, has been sold to Chinese scrappers. And the luxury auto-makers whose cars were aboard the *Tricolor* have been taking extraordinary precautions to ensure that no part from one of the 2,871 Saabs, Volvos, and BMWs, even a bolt, is ever sold as a replacement part. *Tricolor* is being sliced into nine sections by the same saw that cut the bow section off the sunken Russian submarine *Kursk*.

The Royal Navy's plans for its future fleet are shaping up. Ships to be built, at a minimum, include six Type 45 destroyers, three Astute-class nuclear attack subs, two "adaptable" aircraft carriers, and other ves-

sels. Four landing ship dock vessels are being built. But there are concerns whether Britain's shipbuilding industry can solve technical, management, and structural weaknesses in areas such as in CAD planning.

Polish shipbuilder Stocznia Gdynia is seeking \$47 million from its stockholders (which include a Dutch bank and the Polish government) to stave off disaster. China's yards are rapidly expanding and could soon claim 16% of the market (as measured in compensated gross tonnage). China now has the capability of building ships as sophisticated as VLCC and ULCC tankers. Northrup Grumman agreed to pay \$60 million to the U.S. government because its subsidiary, Newport News Shipbuilding, falsely charged the government for independent R&D. Finally, a Dutch shipbuilder called the European handling of shipbuilding policy "a shambles." Subsidies could be up to 9% of a contract's value, but the granting of subsidies ended too abruptly for many shipbuilders to handle smoothly. His firm had to close its van der Glessen-de Noord yard, costing nearly 400 jobs.

Navies

The Indonesian Navy, which operates 117 vessels, most of which are inoperable at any one time due to lack of funds, needs nearly 400 craft if it is to patrol that 3,000-mile-long nation's territorial waters and 13,000 islands. Increasing piracy, the long struggle by Aceh province for freedom, and the possible expansion of Muslim radicals from the Philippines are major problems, but the nation also loses \$3 billion a year from illegal fishing. Since the Army dominates the Navy and Air Force in national budgetary decisions, individual provinces may be asked to purchase gunboats, and the oil-rich province of Riau has announced it will buy at least one gunboat for the Navy to operate.

Retired ex-American LSTs are being used by the Singapore Navy to shield valuable vessels, such as a visiting warship, from sneak attack by an explosive-laden small boat. They already have one victim, the captain of a U.S. aircraft carrier that rammed one of the buoys used to secure the blockships. He was relieved of his command because of the incident and other factors. Another old LST, this time a retired LST retrieved from the Greek Navy by volunteers who had sailed on her during WW II, made a triumphal tour of Mid-America. LST-325 traveled 3,150 miles on the Mississippi and Ohio Rivers with tug assistance.

The U.S. Navy blamed an ill-trained crew, a commanding officer absent from the conning tower, and the distracting presence of the squadron commodore as contributing factors in the collision between the submarine *USS Oklahoma City* and the LNG tanker *Norman Lady* last November. The accident happened as the sub rose to periscope depth near the crowded Strait of Gibraltar.

The U.S. Navy submarine *USS Florida*, being cut in half to lengthen her for its new role as a carrier of cruise missiles and Special Operations forces, had a fire just above the reactor room. No major injuries, no major damage.

The Russian Navy plans to hold a large-scale exercise in three stages in the Far East. Nearly 70 vessels, 42 auxiliary vessels, 50 aircraft, and 30,000 military personnel and

civilian specialists will participate. The exercise is designed to polish tactics against piracy and for the protection of biological resources (read as illegal fishing).

The South Korean Navy fired five warning shots near a North Korean fishing vessel that had intruded exactly 594 feet into southern waters.

If Congress approves, Israel may use part of the annual \$2 billion in U.S. aid to purchase two, possibly three, high-tech multi-mission combat ships from U.S. sources. Each ship would have a fully integrated self-defense system against, air, surface, and, ultimately, ballistic missile attacks. The ships, if built, would replace the five additional missile boats announced in 2000.

The Chase

Australia does not like foreign fishing vessels illegally taking the protected Patagonian toothfish in its sub-Antarctic waters, so the fisheries patrol boat *Southern Shepherd* tried to stop a suspect Uruguayan fishing vessel, the *Viarsa 1*. But the FV fled with *Southern Shepherd* in hot pursuit, both dodging icebergs when necessary. When it was obvious that the two vessels were matched in speed, the Australian government asked for help from the South African icebreaking research ship *SA Agulhas*. The result was a three-ship matched race so the powerful South African salvage tug *John Ross* was hired to join the pursuit, now in its 19th day. Its 17-knot speed soon brought it alongside the FV in 30-meter seas and heavy snow. The next day, in better weather, swarms of South African and Australian officials boarded the *Viarsa 1*. Confiscation of the FV and fines up to \$5,000,000 are likely.

Odd Bits

Water levels on the Mississippi River due to low influx from the Missouri and general drought conditions forced closure of the Mississippi for some days. In Europe, rivers were also low and one barge on the Elbe ended up parked far from the water. The owner/operator is fighting with his insurance company about who pays the bill to get his barge afloat again.

Riding a 37' long surfboard, 14 Brits managed to stay on as they surfed a curler at Porthmeor Beach in Cornwall, thus taking the record back from New Zealand.

Five Brits raised £50,000 for a children's charity by driving an open rigid-hulled inflatable across the Atlantic just under the Arctic Circle. The Nova Scotia-Labrador-Greenland-Iceland-The Faroes-Scotland voyage lasted 19 days. Speeds up to 35 knots were achieved but dropped to 12 knots on the longest leg, when a Force 8 gale was encountered. The men slept in what was described as "a large open sardine tin" atop the craft's diesel engine.

As the small freighter *Spirit of Enterprise* crossed the bar at the entrance of Manakau Harbour, the second of Auckland's two harbors, it lost steering control. The master reported they met a rogue wave three metres high while crossing the bar, the vessel hit bottom, and the rudder was dislodged and lost. The Auckland harbourmaster was somewhat dubious since swells at the time were about three meters high. Later examination showed that the rudder had probably just fallen off during the severe pitching.

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About the same date but farther south, the Liberian-registered ship *Sea Harvest* lost steering while entering Wellington harbour with a horrific southerly wind of up to 50 knots blowing. The pilot, who had left a three-week vacation to fill in for a captain who had never entered Wellington Harbour, neatly and economically summarized the situation when he said, "There was a period of about 10 minutes when..." But the emergency steering came on and he took the ship back to sea while affairs were sorted out.

Deepening of the navigation channel by one metre in the Panama Canal's Gatun Lake is ahead of schedule. The job will enable ships to utilize the lake when lower water levels predominate and will also increase water storage capacity by 45%. Dredging in the Lake and the channel through the Gaillard Cut to the Pedro Miguel Locks should be completed by 2009.

English yachtsman Jim Hughes was about to sail around the world from Portsmouth when a drunken sailor with similar ambitions ran into Hughes' sailboat. £25,000 of repairs later, Hughes set sail again. The same sailor was out in his boat and came over to apologize. Again, another ramming and this time Hughes' boat suffered "only" £18,000 of damages.

A second Middle East port has prevented the unloading of sheep from Australia due to an argument over the percentage of sheep affected by scabby mouth. The sheep may

find a reception at some other port, be given away, or slaughtered at sea. In the Northern Hemisphere, Crowley has started making major livestock shipments to Cuba in specially modified 40' "cowtainers." The first load of 156 animals included 12 bison and a calf born during the voyage.

Headshakers

Sailors are always interested in wind, right? Well, the New Zealand government will soon start taxing each Kiwi cow and sheep (there are millions of them) to collect NZ\$8 million annually for research into the global impact of the methane gas released by the double-ended animals. The populace rebelled, quickly organizing a ground swell movement called Fight Against Ridiculous Taxes (FART) to protest the "flat" (for flatulence) tax.

In New Zealand (why do the best stories come from that far-off country?), maritime authorities insisted that three boat operators working for the Hawkes Bay Regional Council must possess local launch operators certificates and each boat must carry a briefcase-sized first aid kit, EPIRB or smoke flares, and two fire extinguishers. So off to school the three men went, and when they returned from a two-day course, each knew how to steer a compass course and recognize a freighter by its lights. They operate small one-man boats cutting weeds in shallow streams and drainage ditches.

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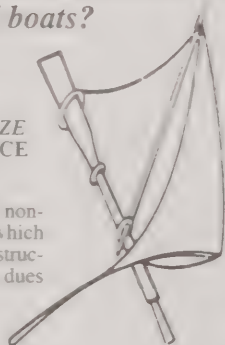
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Suitability for a given purpose or region is a compelling aspect of boat design. Many of us, I'm sure, look at the features of traditional small craft and ponder, "Why did they do this?"

Well, for at least one modern boat, I know the answers. *Excelsior* is my 8' sharpie of original design built to sail the small urban lake near my home in metro Tucson, Arizona. She is designed for ease of deployment to maximize time under sail and thus facilitate short outings on workdays.

I made hundreds of sketches while daydreaming about my ideal boat, continually refining the concept in my mind and on paper. I made a small paper model and from this developed patterns. Although measurements were adequate volume, all parts were faired to symmetry to suit my eye and intuition.

Due to the width needed to give initial stability to her 6.5' hull (about 33"), I gave her sharp chines and twin fin keels. The gives her a deep-vee with fine profile when heeled and good tracking and roll damping when level. Her reverse sheer maintains freeboard while reducing windage at the bow and stern.

The construction built upon my experience building *Bit O' Pram*, my Bolger Rubens Nymph. If you are going to build one boat that does everything well, that is the one. *Excelsior* is built of hand laminated glass and polyester over a stitched core of 1/8" lauan doorskin. Fabric was laid, then chopped strand mat. This assures the rigidity critical to an efficient sailing hull. When asked what she is made of, though, my standard reply is, "She's built of a three-part composite: blood, sweat, and tears."

Additional bracing was achieved with a diamond shaped panel in the floor, three ribs, side decks and coamings, and, of course, the fore and aft decks. The side decks and forward coaming are made of shaped encapsulated polyethylene foam from quartered "water-weenie" pool toys. The aft coaming and ribs are bits of an old 11mm climbing rope similarly encapsulated in FRP laminate. These air channels, in combination with additional half-weenies under the decks, provide slight positive buoyancy to facilitate bailing if capsized.

Excelsior and *Ixtapa* being prepared for launching.



Sailing the Wind You've Got *Excelsior*

By Erik Brown



Underway on Patagonia Lake.

Below the waterline she has a long semi-flexible rudder blade used for sculling when becalmed. The bow and keels have small sacrificial skid plates of rubber and duct and foil tapes. These are replaced as needed in minutes.

The rig is a masthead cat configuration. It consists of a hand carved step, three 6' aluminum tool handles, and a boom shaped from a 1-1/4" closet rod. This is grooved to receive the mast forward and delicately tapered aft to ameliorate tripping downwind. The sail comes from the pram. It is 44sf

Excelsior under construction.



tanbark Dacron, rolled onto the boom for reefing.

As for performance, she's all I had hoped for. She sails well on all points with a little body English in a broad range of conditions. On the protected waters of her home lake seas are limited by the short fetch, enabling sailing on blustery days. With a deep reef we have sailed in wind up to 33kts.

To keep the hull light I employ "dynamic ballast." I lean, scoot, and crouch to trim the hull. While this requires agility and can become uncomfortable on long sailing legs, it has proven quite effective. As I move about I also adjust the short direct sheet. The winds here are often quite variable in direction and intensity so there is much trimming, vang-ing, and twisting to be done. The result is the incredible, elemental seat-of-the-pants brand of sailing that I love.

The rig is easily removed for reefing and any time that the boat is not sailing. This is the only way to put *Excelsior* in "neutral," her 18' mast capsizes the empty hull. Speaking of capsize, there has been only one in 50 sailing days. For capsize recovery the rig is also removed.

While I lack the credentials to design or build for others, it has been quite satisfying to apply my ideas to the creation of *Excelsior*. I encourage others to give life to your own novel but sound concepts and well reasoned modifications, and tell us all what you have learned.

Here are three lessons I learned the hard way from this project:

1. Heavy hull, about 45 lbs., more efficient laminating technique could save weight and cost.
2. After a failure, the keel joint thickness was doubled.
3. An aluminum mast section sank during capsize recovery. flotation is under development for each section.

The on-the-water photos that accompany this article were taken by my friend Fareed from aboard his kayak *Ixtapa* on our "big lake" cruises on Patagonia Lake and Lake Pleasant.

Erik Brown, 5253 E. Lee St., Tucson, AZ 85712, voxial@yahoo.com

Early morning glass on Lake Pleasant.





Bringing Kittiwake Home

By Ginny Duba Filiatrault

My husband and I have been "messing about in boats" for most of our lives. One evening as I cooked the evening meal, my husband was busy reading and said, "Listen to this. There's a 25' Seabird Yawl from the Chesapeake area, built in 1949, for sale to a competent craftsman. She is located in Greensboro, North Carolina. Do you know that design?"

I replied, "Do I know that design? My dad had the larger sister ship, the Seagoer. I lived aboard with him back in 1948 when I was around 12. I spent many a weekend sailing with my dad in southern California waters. And this design has quite a history. Tom Day, editor of *Rudder* magazine, designed the Sea Bird, Seagoer, and Naiad boats along with the help of C.D. Mower and L.D. Huntington. The Seagoer design caught the eye of the infamous Harry Pidgeon who built and sailed around the world from 1921-1925, taking three years, eleven months and thirteen days, in his Seagoer yawl named *Islander*. I treasure the fact that I personally met Harry, visited aboard the *Islander*, and he offered to take me on his next voyage. Now for a 12-year-old girl who had saltwater running in her veins, that was an exciting offer, however my parents had other ideas!"

After my nostalgic reminiscing, Jacques said, "I want this boat!" So as dinner simmered we talked of calling Gary Lowell of Lowell Boats to see if we complied with the requirement of being competent craftsmen! Having both rebuilt several wooden boats through the years, we felt we were quite eligible for this restoration project.

In the morning we talked with Gary and firmed up the plans to drive north to North Carolina and pick up this little Sea Bird (which we had already named *Kittiwake* as she was nameless) and bring her to the warmer clime of southwest Florida. However, first we had to locate a used two axle trailer, onto which Jacques welded new fenders and readied it for our drive north.

It was indeed a giant project as the former owner had discovered this historical vessel in hibernation and abandoned in the woods of North Carolina. This adventure-some and caring gentleman pulled her by tractor from the leaf strewn grave. Perhaps the little yawl became too much of a project, thus we found her listed in *Messing About in Boats*.

Much like "aging hippies" in our old 1987 Ford van and trailer, we headed north, sleeping in rest spots on the Interstate en route. There was no time for the off road exploring which we love to do, however, we were anxious to actually see what we were about to call our own! On arrival in Greensboro, North Carolina, at the Lowell Boat Shop we were excited to see this stout little ship! We were not disappointed by her appearance, however, she was in desperate need of some TLC. With the help of Gary Lowell, we hoisted this little ship on our trailer and proceeded to secure the mast, booms, and other hardware. With a hasty farewell to Gary, we took off toward Florida with an ETA of two days!

Our best laid plans were to be changed. At 5:30 AM on I85, after passing the Savannah River, our van transmission went out and there we sat for five long hours waiting for a tow. Not one person stopped nor did the Highway Patrol respond to our phone calls. Finally, thankful to AARP Motoring Plan, we saw the tow truck arrive. He said he couldn't find us? Well, it was quite a sight as our van and little boat were towed 70 miles into Athens, Georgia, where we were unshackled in the parking lot of the Aamco Transmission Shop to wait for Monday and help for our sick transmission.

"What in the world is that?" We heard this phrase from several people passing by and one man said, "God must have made that boat!" I actually thought I felt *Kittiwake* shiver and murmur an "Amen!"

Not to be discouraged by the unexpected interruption in our trip, we began to work on the boat for the next three days as cars streamed passed on the busy Athens street. We appeared to be the talk of the town. We pulled out the centerboard trunk and board, making far more room below. We planned to build a fixed keel, fully detailed in the plans from *WoodenBoat* magazine which were given to us by the previous owner. It was interesting to learn that the original Sea Bird plans were redrawn and revised for *WoodenBoat* by D.W. Dillion in April 1981. Like two new lovebirds, we sat below and dreamed of our renovation and how we would make *Kittiwake* shipshape and Bristol. Dreamers of the day! Abruptly we heard a knock on the hull and it was yet another curious person wanting to ask questions and give advice. All in all, we met some wonderful folks there in Athens. Especially the Aamco team who fixed our transmission and got us on the road.

It felt good to be headed south again, but we enjoyed the Georgia terrain, the stands of fresh peaches, cotton fields, and pastures of cows. The autumn colors and clear blue skies seemed to be a good omen that our trip home would now be without a hitch. We were headed where the palm trees sway. Florida beckoned us onward!

We are now home and *Kittiwake* rests easy under our carport, surrounded by palms, pines, orange and lemon trees, waiting patiently for her new owners to restore and ready her for future sailing on the lovely Peace River. I think I just heard *Kittiwake* murmur, "Amen!"

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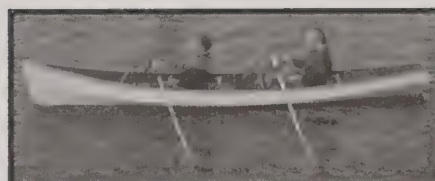
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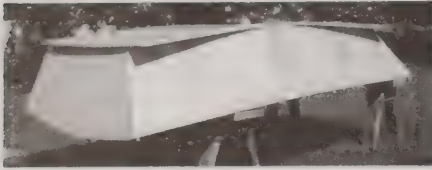
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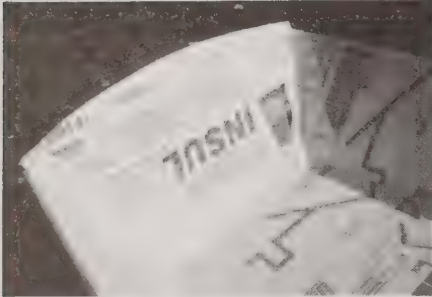
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The form that the boat was built around.



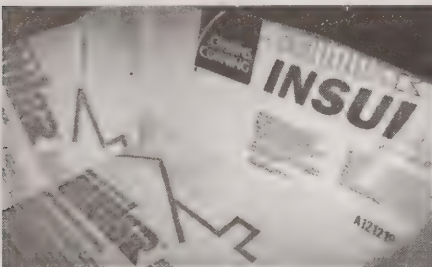
The assembled shell.



Parts cut, ready to start taping the bow.



Damage done by the exothermic heat generated by too much epoxy



The stem, fillets and tape done in separate operations. Peel ply was used in the section above the seats.

Assembling the seats. Cans and buckets kept things true.



Building the Foam Barge

Part I

By Mississippi Bob Brown

Several years ago the idea got planted in my head from a letter that I received from another small boat builder. This builder mentioned his foam barge. He did not elaborate. This left me wondering what a foam barge should look like.

A few years passed and I got a contract to design and build four floats for Hydro Bike. This company wanted floats enough for two of their units that were faster than their production ones. I drew up some lines, got them approved by their engineering staff, and went home to build them.

I built them four floats out of Styrofoam. I laminated 2" pink foam into the shape I wanted, a little bit oversized. I sanded them down to the final shape and glassed them with a layer of 6-oz. glass over the entire hull and several layers of glass tape over the sharp keels and gunwale. They worked. They survived a trip from New Orleans to Minneapolis. I knew I could build a boat out of the same materials and kept the idea on the back burner. One day I saw some pink foam 1/2" thick at the local lumber yard and bought a good sized stack I have been storing ever since.

I built a wooden rowboat a few years back that I called the *Lauan*. This was a nice boat but very limited in its carrying capacity. I cut out pieces for a longer version of the same boat from some of the 1/2" stuff. When I tried to assemble these unwieldy 6"x18" pieces they were so floppy that I finally gave up and put them in storage. The idea didn't go away. I really wanted to see what I could produce with the pink stuff and I made a cardboard model of a simple pram. I am now in the process of building this boat.

Keep it small and keep it simple. This is an experiment. The finished project will be a boat. Just what I need in my collection, another boat. Anyway, it shouldn't cost much and it should be very light, right? Well, maybe. I am far from finished and it is getting heavier with each step. I am also using a lot of resin.

I knew from my past experience that stitch and glue doesn't work well with the foam, so I would try tack and tape. I built a single form out of scrap lumber to fit the wide point and cut out the two transoms from 1-1/2" foam. The form was tall enough to keep the ends off the floor. Next time it will be waist high. Next I fastened the sides to the form with box nails. I drilled through the foam and tacked things together.

The sides got pulled into place with a loop of rope and tacked to the transoms with more box nails. These nails were pulled out long enough to sand the bevel onto the 1-1/2" transoms. This was a very easy job with some 40 grit paper on a 2"x2" block. They don't have to be perfect. When I was happy with the fit, I marked centers on both transoms and the form, leveled things up, and glued this much together with epoxy thick-

ened with colloidal silica. The nails held things together until the epoxy cured.

The next day I sanded a bevel on the top edge of the chine, cut a piece of foam just big enough to cover the bottom with a extra inch to spare, and glued it on with more thickened epoxy. This bottom was held down with a weight on either end, a couple pounds did fine.

When this was cured I rolled the boat upright and began the fillets. The fillets I made quite large as I wanted to be able to round off the outside corners a lot. I did the bow transom first and discovered that foam needed to be handled differently than wood. This fillet I made with a large fillet of thickened epoxy followed immediately with two layers of 6-oz. cloth cut into tapes. I applied a narrow tape, followed by the wider one into the wet fillet. This large mass of epoxy caused enough heat as it cured that it began to melt the foam.

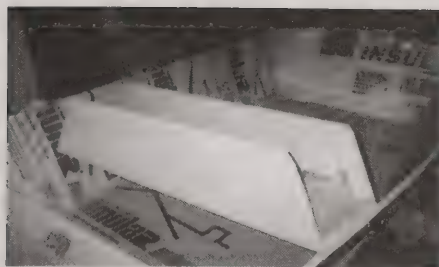
This joint cured very lumpy due to the melted base that it sat on. My salvation was that this joint would be buried inside of the bow seat. Ah, the learning curve. I didn't do that again. The other joints got laid up with thinner layers of resin and I had no repeats of the sagging foam. After the joints were all taped on the inside, I glassed the interior from gunwale to gunwale.

This shell was still rather flexible so I decided to install the seats before going any further. The seats are simply foam boxes glassed inside and out. Deciding where to put the seats was a problem. I won't know if I did this right until the boat hits the water. Placing the seats in an 8' boat and getting the boat to trim either solo or with a passenger is always a test. I knew that I wanted leg room for the rower, so I started with a decision about the width of the back seat then added my inseam length. This should give room for four legs in this space. This didn't give much room between the front and center seats but so be it. You can't fit everything into 8'.

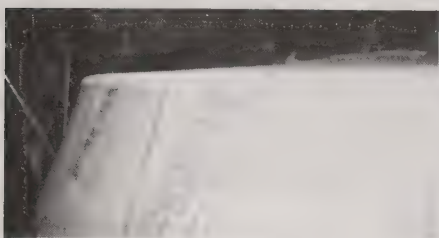
I marked the edges where the seats were to go with a sharpie and got to work cutting out seat parts. This I did with a carpenter's square and a utility knife. The tops were all cut from 1" foam cut exactly to width and a bit long so they could be trimmed later. I next cut a rabbit on the edges where the upright parts were to fit. These cuts were to fit the 1/2" sides. The 1/2" sides were cut a bit oversize to allow for trimming. The seat parts were all assembled with more thickened epoxy. I assembled these upside down on the shop floor and held the parts in place and plumb with gallon paint cans and such.

When the glue was cured I glassed the inside of the seats. I used a lot of small scraps on this job as I figure no one will ever see the inside of the seats. When the glass had cured I again trimmed the seat assemblies so they nearly fit into place with the utility knife and finished the fitting with my 40 grit paper and block. These parts had to have a reasonably good fit but not perfect as the seats are glued in with more thickened epoxy.

This is where I'm at as I write this. The boat is now becoming quite rigid except for the top edge where wooden gunwales should help. The boat is heavier than I had hoped for and the outside and seat tops are not yet glassed. I hope to have the boat finished and tested before I write Part II. Then we will know better, did it work?



The seat with glass curing on inside.



Bottom panel trimmed. Extra foam was cut off with hand saw. Still slightly oversized.

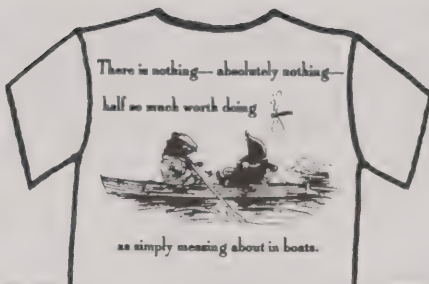
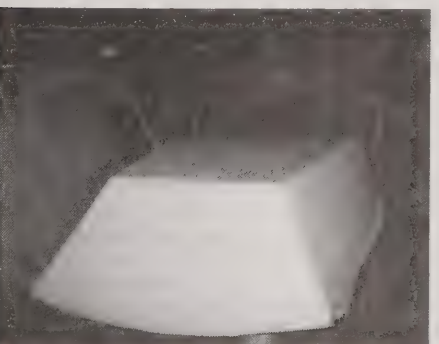


Fairing up the port gunwale with a fairing board and 40 grit paper.



All corners rounded up and faired. Glass stretched out ready for the resin.

Outside glassed. Patch must be added to sides. Peel ply applied over one of the darts.



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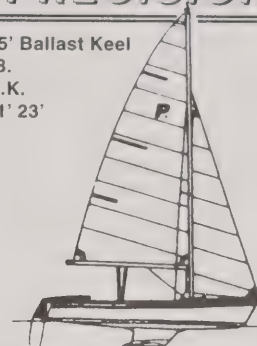
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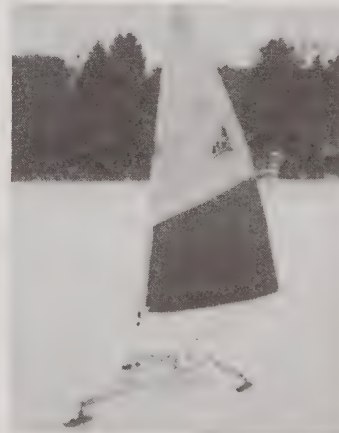
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Despite the deprecations of that cursed Murphy, I am becoming fond of the Rescue Minor. It has taken more than a year. That's what I have been trying to explain all this time. Familiarity doesn't breed contempt, it's just the opposite. I have plenty of sense and experience, but I still love my old Grumman Sport Boat even though I know damn well that it is less than ideal and the hull of its replacement (?) is sitting in there in the workbench room right this minute. The first of my own boats I ever was able to afford was the old Take Apart Skiff, and I loved it as much as any megalomaniac could love a Hinkley Picnic Boat. My heart was broke when I finally decided that the plywood was coming to pieces too bad to be worth the trouble of fixing. As a matter of fact, my son loves it, too, and, given a little time and maybe some good weather for a change, we are going to do what it takes to resurrect the old mess. My favorite motorboat is...

With that, I have to deviate a little. I forgot one boat that I built for myself I built a 19' sailboat for us when we got back to Georgia from the Navy back about 1964. It was an eyeball copy of a very old sailboat that I bought back when I was stationed at Roosevelt Roads, Puerto Rico. The new boat was a favorite, too, but it was too big and heavy to haul back and forth with the VW so, though we tried to wear it out, it stayed tied up in a little marina all the time and I finally sold it.

The reason I was able to afford it at all was because I wasn't full time in the boat building business back then. I had just discovered that it was impossible to build a plywood boat as cheap as you could buy an aluminum boat and I was discouraged, hadn't found my niche in the top notch yet, so I took a succession of real jobs and made some real money and built that boat in my off time.

Anyway, I now have three little sailboats and, though they are delightful little things, I don't use them all the time like I do my little motorboats. There is a reason why motorboats became popular with people who had someplace they needed to go even back when boat motors were a pain in the ass. One of my friends put it this way, "An outboard motor is kind of like magic."

We used to sail back and forth to the island all the time and, even though the boat stayed in the water all the time, we usually had to allow two hours including all the fool-

Growing Fond

By Robb White

ing around to get sail on and all. With a skiff we allow 35 minutes and that includes launching and taking out. If it is calm, 20 minutes will take us to the grocery store or to the dock to pick up somebody. Like I said, familiarity makes me fond and I just haven't spent as much time in those little sailboats as I have in these little skiffs.

My favorite motorboat is the Old/New 16' lapstrake skiff. Though I have spent much more time in the old Grumman and the Take Apart Skiff, there is something besides familiarity that factors into the fondness formula. It is a lot easier to become fond of a real good boat than it is a sort of bad boat, and Old/New is the best outboard skiff I ever saw.

The contrast between it and Take Apart has become very apparent this stormy year. We have been fooling around with a refinish job on New/Old, so we have been running the poor old plywood mess when the Rescue Minor was out of fix for various Murphy related reasons. Take Apart is a real good downwind and dead upwind boat, but the sides and the deadrise of the bow are too flat so it is sort of wet in a crosswind. It ain't as bad as an aluminum semi v, but not as good as New/Old or the Rescue Minor.

One real advantage is that, as a man in the Bahamas told me, "You won't have to worry about somebody stealing a boat comes apart in the middle like that. You could leave that boat in Nassau." And, believe it or not, one of these days all these abstractions in my recent life are going to relent for long enough for us to make a trip to the bights of Andros and we'll tow old Take Apart just like so many times before. I bet it has made more trips across the Gulf Stream than any other 14' skiff. It tows real well...has a heavy, foamed double bottom and is self bailing with the drain plug out. Someday I'll tell you what all I had to do to fix the badly checked plywood.

So finally the Rescue Minor has reached sort of a stage of satisfactory equilibrium with Mr. Murphy. Oh, he is still lurking around and reminds me of his presence all the time by making a new noise in the engine room every now and then just for the hell of it. Usually it is just something vibrating, but af-

ter the starter fatigued off and fell into the bilge, it is hard to maintain a tranquil state of fondness when some new noise starts in there.

Do you remember how the all metal cowlings used to rattle on the outboard motors of the '50s? My father used to hate it with a passion and did all sorts of bizarre nonsense to try to stop it. He even took the throttle off the stator plate of one motor and dipped the shank in some primitive tool handle rubberizing stuff to try to stop it from clattering against the slot in the cowling. Of course, the stuff wore immediately out and then it really went to clattering because he had boogered up the Phillips screws so bad that he couldn't get them tight and the handle was a little loose.

I kept the engine for years, and the way I worked it was to jam the throttle lever with a matchbook wedged in the slot. My mother, no perfectionist, used to let the damned thing rattle all it wanted to. That motor was sort of Murphified, too. I had to carry a spare coil and condenser and a wheel puller in my tackle box all the time.

On the Rescue Minor when the Bowden wire starts to humming in the engine room (sounds a little like a turkey swallowing a cicada) my wife automatically gets up and goes forward because she knows that I am going to take the engine box off to see what the hell he is up to now. You know that's a good way to chose a woman. There are women who don't have the good sense to slide over on the thwart to trim the boat level. They'll sit there off sided so far that the boat starts throwing water on them. I am not going to mention any names, but one person I know brought home this woman who would do that, and if he asked her to slide over a little bit, she would get a case of the ass (that means fly into a sulk) that lasted the rest of the day.

A clothespin was enough to change the harmonics of the Bowden wire, but one day I was showing off what a hell of a backing up boat the Rescue Minor is, even though I had not (and have not) perfected the guide I have planned to keep the belt completely clear of the drive pulley on the engine when it is slack, and if you back up fast when in the showing off mode, the belt drags on the pulley enough to make a hint of a stench of burning rubber. Anyway, after this demonstration we were tooling it home and, I believe, for the first time this year it was flat calm so I was letting

her rip (15.6 knots with the 9/8 weedless wheel...certified) when we heard the unmistakable sound of a belt coming apart, and before I could react it stopped but the boat kept on going.

Jane went forward and I took the box off to inspect the belt. I couldn't find anything wrong. Even after we got to the island and I looked and looked, there was no apparent problem with the belt. Finally I found a thin little sliver down in the engine room bilge. What had happened was that, even though the damned thing has been running for all this time, the belt had somehow jumped one groove in the top sheave while I was playing the fool with reverse. That's a 16 groove pulley and the sixteenth groove of the belt was sticking out over the little raised edge of the sheave and couldn't take the strain of not being in the groove, so it ripped completely off the belt. It was hard to tell that all was not right and, indeed, we just ran it like that for the rest of the trip...just did without reverse.

I have had to do a bunch of extraneous things because of that book and my Murphy time is sort of limited. I had to go to talk to a librarian group just last night and didn't get home until way past my usual 9:00 bedtime. I explained to the group about the peculiar social implications of the two hole privy they had at the first school I went to. The group was so interested in that subject that they wouldn't let me go home until I had satisfied all curiosity. What it was was that the boy's side had two holes and so did (I guess) the girl's side. There was a partition between the boys and girls but not down in the hole nor between holes of the same sex (got that)? Usually, because of all the children they had at the school...two grades to one teacher in the same room...there was somebody already sitting on one of the holes when you went in there. That was alright because we all knew each other and could maintain a regular conversation unless it became apparent that somebody on the other side of the partition was experiencing some activity. Then all conversation stopped.

The play of light down in the hole was interesting, too, as the two holes on the other side were alternately darkened by somebody. I never knew that librarians were such curious people. If you make a speech to the Kiwanis Club or the Rotarians and ask, "Are there any questions?" all you get is a shuffling of feet and some looking back and forth like a bunch of cormorants trying to decide what to do, but if you say that to a bunch of librarians, you better take a little sip of water to lubricate the vocal cords.

Anyway, what I did was just to put a new belt on there. I even took the darn reverse disc off. I am (in my spare time) building a little mechanical belt tensioner to replace the complicated (and rattlesome) big old pneumatic jackleg rig. The new little jackleg rig (ain't but 4-1/2" long...the pneumatic thing is as big as a Ferris wheel) will have an automobile valve spring to push the two shafts apart and I am almost finished. I did a little on it last night.

"What," you may ask, "will this fool do for reverse and neutral now?" Phooey on reverse. I am not the type of person to back up. As soon as I get a new pencil, the first thing I do is bite the eraser off. I only used the reverse feature to show off. The Rescue Minor will turn around in it's own length, so I never

backed off unless somebody was looking. I have never used neutral. I don't see the point to running the engine if you aren't going to go anywhere. As soon as I get a new outboard motor I circumvent the nincompoopery that keeps you from starting it in gear. I worked on a tugboat that didn't even have neutral. Of course it was air started, which is a most reliable way to start an engine and that's going to be my next project.

I already bought an old impact wrench from the bait store/pawn shop. As soon as we get through with the refinish job on New/Old, I am going to lay the dear Rescue Minor up and take the starter off and, in my spare time, adapt the air motor of the impact wrench to its Bendix and make an engine driven air compressor and a hand pump and put the battery back in my bulldozer and snatch every single electrical wire out of the boat. Maybe Murphy's neck will be tangled up in there.

Of course I ain't got time to do a damned extra thing until I get through entertaining every librarian in Georgia (ain't heard from Florida...maybe they are too broke to afford my honorarium). Rescue Minor is running just fine for the time being and I have to go to the coast to keep Jane from going up there to the school and hanging on the chain link fence and jeering at her former coworkers. Besides, it is early August and the mullet are at their peak...fat and as hard as a piece of

wood. They'll start making roe now and that'll use up their resources, and they won't be quite as good until they make that roe.

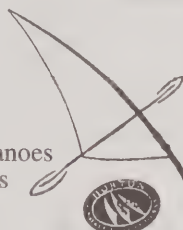
I was going to quit on that note but I have to tell you this story about my dear departed aunt (my mother's sister, whose mind was always made up). She was very enthusiastic and apt to go a little too far with projects in which she was interested. One time during roe season she felt the need to call her doctor. "Henry," she said, "when I went to the bathroom this morning there was nothing in there but about a 1/4" of clear oil floating on top of the water."

"Better slack off on that mullet roe, Pace," was his wise reply. Maybe that's why I haven't gotten any invitations to explain a thing or two about a thing or two down in Florida. Maybe all the librarians are in the privy. But it ain't roe season yet. They must be broke.

You know the terrorism situation just about stupefied the tourist trap industry down there. They say Disney is about to go broke...and Disney owns my publisher. I think that ad in the September 1st *MAIB* is the only money they spent on promoting that tin canoe book, and I believe my dear editor paid for that out of her own pocket. Jesus, y'all, I might have to go back to work on other people's boats pretty soon. I just dug up the last jar of that advance money!

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We have an 18' canoe that goes many places with us on top of the van. It's not that we could not rent a canoe when we go on vacation, but this boat is big, stable, and holds a lot of stuff, yet it is easy to paddle and not too heavy to carry. It happens to suit us, and often we do get to places where canoe rental is not convenient. We like the quiet places, where canoe rental is not often profitable. This craft might even be too easy for us to take along, for there has been at least one occasion where it would have been better not to have done so.

At the time we had a minivan with a built-in roof rack which I had modified slightly to help secure our canoe. The minivan, a standard model, was about 14-1/2' long. The result was that the boat extended out over both the front and the back, making the combination look a little top heavy. However, it rode well and was easy to find in a parking lot.

The crossbars of the roof rack were about 4-1/2' apart front to back. From the front crossbar of the carrier a little under half the canoe sat in space over the front of the vehicle when everything was tied down tight. Guy ropes secured the front of the canoe to the ends of the front bumper. I have often seen this sort of arrangement travelling down the road, although it is less of a spectacle when the canoe is 1' to 3' shorter, which is usually the case. It worked fine for us most of the time, normally short trips under predictable weather conditions.

This time we intended to visit Nova Scotia, and much of the approximately 3,000-mile round trip would be on interstate highways. The possibility of crosswinds worried me, but with the front tie down ropes I felt we would be okay. I expected a little trouble on the always windy New York Thruway, but there were no problems. We then turned north through the Adirondacks and continued through Vermont, New Hampshire, and Maine, camping as we went. Although the black flies were a big problem as it was early

The Time Our Canoe Hit A Car

By Hugh Groth

June, the van with its outsized load on top gave us no trouble.

Then we rode the Bluenose ferry from Bar Harbor to Yarmouth, on a rough day. The van and canoe weathered that part of the trip better than we did. Canoe camping in Kejimikujik Park was pleasant, as was the drive up the east coast of lower Nova Scotia. Eventually we crossed onto Cape Breton Island.

As we crossed from Bras D'Or Lake around to the southwest side of Cape Breton and onto the coast road, the breeze began to strengthen. The wind was rocking the van as we drove. Soon I watched the front guy ropes to the canoe go slack first on one side, then the other. This was a strong wind, strong enough to flex our big boat on its roof rack anchor points. Downdrafts were coming off the mountains and literally blowing holes in the ocean. I feared the wind would rip the boat from the van or even flip the whole van/canoe rig. We were in trouble.

Taking it slowly and carefully we eventually got to Cheticamp and a motel for the night, very glad to have made it in one piece. We asked the motel owner if we could leave the canoe there for a day or two in an out-of-the-way spot. If we were to see the northern part of Cape Breton, we had to shed the canoe. He readily agreed and we began to undo the tie downs. We should not have done so, at least not just then, for there were still intermittent strong wind gusts. Apparently there was a golf outing taking place nearby and two delightful older Scottish men there for the event graciously offered to help. Since we were used to dealing with canoe loading and

unloading, we declined the offer and they headed on in to dinner.

I took hold of the bow, my wife took the stern, and we began to lift the canoe off the van. Just as we lifted a strong gust came up under the canoe and tore it out of my wife's hands, but unfortunately I did not let go. No matter, the wind took me right along with the canoe, a whole new aspect to canoe sailing, although that thought did not occur to me at the time.

Parked next to us was a small white car. The canoe smashed into it just behind the right rear door, severely damaging both the car and the canoe and depositing me forcefully on the hood of the car. I hit the hood with a sound like a firecracker and was knocked cold. This brought the two golfers and the motel owner out of the restaurant. There I was, spread eagled on the hood of the car. They thought I had been shot. Fortunately, the car apparently had no hood ornament, and other than being a bit shaken when I came to, I was okay. My wife and the onlookers were relieved, although the car was not okay and the canoe had a large hole in its side.

We continued our trip, toured the rest of Cape Breton Island, and retrieved the canoe. We finished the trip safely with no more mishaps. There was no more canoe camping after Cheticamp, even though we got a little more short term use by taping up the hole. On arriving home, I had to phone the insurance company and explain several times how our canoe hit a car.

I felt there had to be a better way to secure a canoe on a vehicle, particularly our van, if we were to continue to carry the canoe any distance in the future. Guy ropes in the front may help to keep the boat from blowing off, but the large overhung load needed solid support. The following is my solution to the problem, which I hope will be useful to anyone in a similar situation. I have found this support rig, to be adaptable to several vehicles, although a few modifications are usually needed in order to make things fit.

Front Support For Canoe Cartopping

Canoes carried on top of a vehicle tend to leave a large amount of boat extending out over the hood of the vehicle. The common solution is guy ropes from the front of the canoe to the ends of vehicle bumper and lots of hope that nothing goes wrong, such as the canoe skewing sideways or blowing off the car. My own experience shows that although trouble is easily found, it can be prevented.



There is a way to provide a home built solid support where it is most needed, near the front of the boat. This support, of course, will be in addition to the roof rack that came with the vehicle, or the double cross bar racks, such as Thule, that you install.

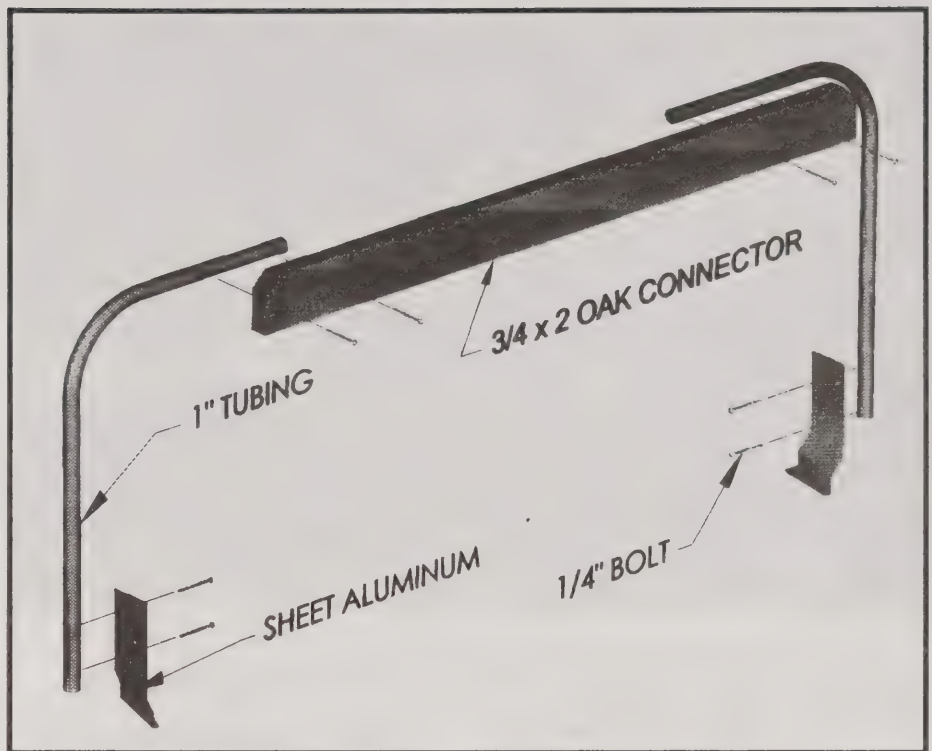
In my very limited survey, I find that there are easily accessed bolts about 3/8" in diameter securing the outer fender to the inner fender on most vehicles. There will be two or three bolts per side, just under the edge of the hood. In addition, auto manufacturers find it expedient to leave a substantial gap between the side of the hood and the outer fender to mask any mismatch of parts. This is usually on the order of 3/32" for domestic makes. Foreign cars are a little tighter. Anyway, this is our starting point. We will make a bracket that will be tied down by the most appropriate fender bolt and come up through the gap to solidly support a canoe.

The most difficult part is making a matching pair of bracket attachment pieces. I use a piece of 14 gauge aluminum (0.078" thick) cut to 3" wide and 9" long. It is easiest to start with a pattern, made from something like a shirt board or the back of a writing tablet. Cut the cardboard to the same size as the

metal. Mark the angle of the hood from horizontal and make a 90 degree bend at that angle, about 1" from the bottom at the center of the bend. Be sure there is enough material at some point to adequately cover the fender bolt hole. Then put an offset in the cardboard above the hood line, about 2" above the original bend, at the same angle. Make the offset deep enough to allow the hood to open and close without hitting the screws used to attach the upper frame. Now you will be able to lay the pattern on each piece of metal and make the bends where required for a matched mirror image pair. Use a small machinist's vise and pay attention to which bend comes first so you can do the others. I actually made a wooden bending form and used the vise to squeeze the dog leg into the sheet metal. Then use the cardboard pattern again to locate and drill the fender bolt hole.

For the upper frame I use two pieces of electrical conduit connected in the center to a piece of oak. The wood allows me to make a "nest" for the front of the boat, to attach special holders for different boats, or to adjust the width and height of the bracket when it is used on a new vehicle. The front of the boat is then tied to the wood using nylon line and a trucker's hitch (see sketch). Diamond braided nylon line, 1/4" diameter is usually sufficient, and a trucker's hitch is generally best to tie the boat to the carrier brackets as well, rather than depending on a strap and buckle arrangement. A buckle can scratch your boat and it often loosens, compromising the security of the tiedown.

Attach the conduit to the wood and to the sheet metal pieces with 1/4" bolts. You will need to place the boat on the vehicle to determine the initial length of the conduit where it attaches to the sheet metal. The drawing and pictures should help in understanding the assembly, and in determining the configuration for your vehicle and boat. Although



the tube bending ability may be hard to come by, the bent tubing (conduit) is better than an elbow joint for the essential side to side rigidity. The wood center connector allows adaptability to different boats and vehicles. Mine has so far been used on three different vehicles and two different boats, with a custom adaptor bolted to the center of the connector piece for each boat.

I find that this rig has little stability front to back, but that is not what is needed. The boat will be securely restrained front to back

by the center mounted cartop rack. The virtue of this auxiliary bracket is its extreme stability side to side. It keeps the front of the boat from sagging and flexing in the wind, and when the car moves there is wind. It is easy to attach and remove and allows access to the vehicle engine compartment without removal of boat or bracket. The result is an extremely solid total car top rig and no worries about having the wind blow your boat off your car.

This tiedown system will be useful on the fender mounted rack described in this article and any type of crossbar rack at the canoe mid point. Although this is referred to as a trucker's hitch, it is actually a modified version of this knot. Technique, not terminology is what is important.

Begin with 1/4" braided nylon line, one piece for each crossbar of the cartop rack. Tie a bowline knot on one end of each line and slip it over the end or around the cartop rack. On the other side, with the line over the boat, tie a loop in the line using an overhand knot. The loop should be about a foot above the rack bar.

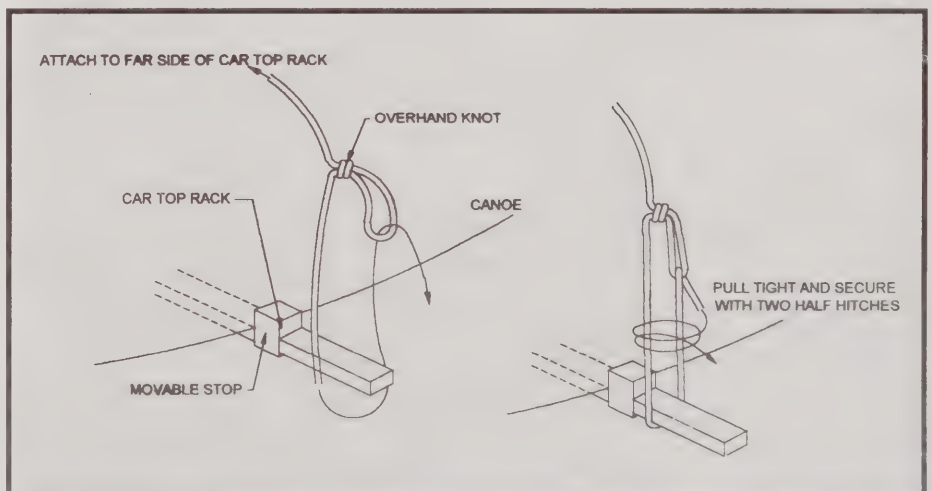
Referring to the sketch, loop the free end of the line around the bar and thread it through the loop you have just made. Pull the line tight and secure the end with two half hitches. Tie them around the double line between the rack bar and the loop, drawn up against the loop so they do not slip.

The knot you start with on the far side, the bowline, is a non slip loop and a fairly common knot. There are many references available which show how to tie it. One source is the Boy Scout Handbook, The reference you find is also likely to show the overhand knot and half hitches if you are unfa-

Securing a Canoe To A Vehicle Using A Trucker's Hitch

miliar with them. The trucker's hitch is not so common, but it has a 2:1 mechanical advantage when the line is tightened, it is very secure, and the line and knots will not scratch

your boat as a metal buckle and strap might. Be sure to use strong enough line, and stops secured to the rack bar to prevent the boat from side slipping are a great help.





We built this new John Welsford design Sherpa, named *Tenzing Norgay*, as a prototype and test of our CNC equipment at our shop. We are preparing to offer this boat as a precut kit in both rowing and sailing versions. We're pretty pleased with what John's turned out, and the boat received an excellent reception at the Mid Atlantic Small Craft Festival in St. Michaels, Maryland, last October. It's always nice to collect compliments.

Length – 9'0"
Beam – 4'7"
Draft – 6" (cb up)/ 32" (cb down)
Weight – 150 lbs.
Balanced Lug Rig
Sail Area – 43sf
Power – Up to 4hp

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After many years of cruising, living aboard, and just plain messing around in

Building Sherpa A John Welsford Design

By David Romasco

boats, we've come across a design that seems to meet almost every need. Created by noted New Zealand designer John Welsford, Sherpa is aimed at providing a stable and roomy platform for transporting guests, provisions, rambunctious dogs, and other necessities without worrying about rolling the gunwales under or taking a passing wake in the face. And when the delivery chores are over, Sherpa comes alive under oars or being easily driven by her balanced lug sail plan.

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nish is some space, some labor, a few hand tools, and the glue and paint of your choice. No previous boat building experience is necessary. Our illustrated manual provides step by step instructions and our technical staff is also available to answer any questions during the building process.

We believe this boat will light up more than a few eyes and no, you can't order Hull # 1, we're keeping her!

Kent Island Boat Works, 100 Pier Ave., Suite 2, Stevensville, MD 21666, (410) 604-6268, www.kiboatworks.com

The Designer Comments

I had an enquiry from a liveaboard couple who needed to cover the 200 yards or so from the town jetty to their 40-footer, two "mature adults" who described themselves as a little under-exercised and not as agile as they once were, two fat Labrador dogs that had to be dry when they went aboard as clothespins are only partly effective in blocking the smell, and groceries to transport as well.

I asked as to the maximum accommodation aboard and was told that they had three doubles, and I know that after a congenial dinner ashore the prospect of making two or three trips to ferry everyone out there is not attractive, and yet the little boat had to stow in a limited space aboard.

Designing the tiny tenders that service the big boats is an exacting task, the requirements don't stop with the late night ferry operations, they include being the getaway vehicle when moored in an anchorage, a play toy for the kids, a private space for a skipper or crew member too long confined aboard, and a service platform for looking after the parent vessel.

So I took the space available on the deck, and the construction and style of the fat little "Tender Behind" I drew for my math teacher years ago, the need for six people and stability enough to account for a drink or two. I rigged her with enough sail to make good progress, a nice simple rig that will only take a couple of minutes to set up and with short spars to make stowage easy. I made a cut-away in the transom for the ubiquitous little outboard motor, but added a proper pair of rowlocks so she can be rowed effectively when needed.

Construction is as simple as I could devise, she has a flat panel bottom for stability, the frames are cut from plywood and are set up over a central spine which aligns them and also forms one side of the centrecase. Stringers wrap around the frames from bow to stern and ply planking is fitted over those. The seat tops form buoyancy tanks at each end, tanks that contribute to the stiffness as well as providing good seating.

She is very strong, light enough to manhandle, and has enough stability to be a really fun sailor, as well as being steady enough for the times when you are trying to heave a box of provisions up over the rail. You can stand up in this boat, you can get your six people aboard in calm weather (and still row), and with her usual load she is as capable in a wind over tide dark night chop as anything that you will find of this size.

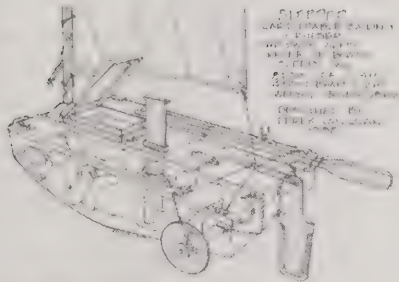
Sherpa? A hardy race of people native to Nepal, small in stature, but who can carry heavy loads in mountainous conditions.



Building Sleeper

Part 3

By Don Elliott



After the layout work is complete on the three sheets of plywood the parts are then carefully cut to size. Straight lines should be dead straight and any curve lines should be fair, use a wood batten to draw these curves will ensure that they are fair. Make an organized pile of these plywood panels (marked as to what they are) and proceed with making the wood cleats that border the plywood edges.

Next all the wood edge pieces are cut to the sizes indicated on the plans, they are also marked indicating what they are and where they go. Actually some of these pieces should be cut slightly oversize (length) and their projecting ends are to be trimmed flush after they have been assembled to their respective plywood panels, the following sketch will show what is meant by this instruction. All wood cleats should be free of large knots; knot holes, thunder shakes, splits. Small tight or solid knots are acceptable. The type of wood to be used for Sleeper's construction is specified in the plans.

At this point some of Sleeper's parts will be assembled, Sleeper's instructions indicate how and what to prepare for this assembly and give the assembly steps in order. One piece of advice given is to use an auto mechanic's protective cream while working with the epoxy glue, I would caution that some of these store bought hand creams contain oils and should not be used around any boat construction as it may contaminate the gluing surface. Other hand creams that are made by the epoxy manufacturers have been tested and found to be safe to use, if in doubt simply use gloves and avoid using such creams altogether.

You will be making a series of small assemblies, these assemblies will then be used to make up the main hull. This sketch shows a builder assembling one of these parts, other that have been put together and are set aside.

Note that in certain places where cleats need to mate or be flush with other surfaces, they are left slightly oversize and trimmed only after the wood cleat has been nailed in place. Epoxy glue is very slippery stuff and alignment though carefully measured and marked may move at assembly, better to trim after the part is in place. Careful positioning of these wood cleats will save a great deal of work down the line.

Bronze boat ring nails are used for Sleeper's construction, the proper length must be used (or you'll be poking through); these nails can be ordered from Jamestown Distributors in all length and sizes. Always drive nails on a hard-solid surface, like a concrete floor, otherwise any flexing causes these small nails to bend easily, and ring nails can be very difficult to extract because of their gripping design. If a concrete or rigid foundation is not available use a heavy backing block (metal) behind (under) the part for support.

The instructions tell how far the nails should be from the panel's borders (edges). It is also recommended that some of these corners be rounded smooth, that is, to a large radius; this is done for three reasons.

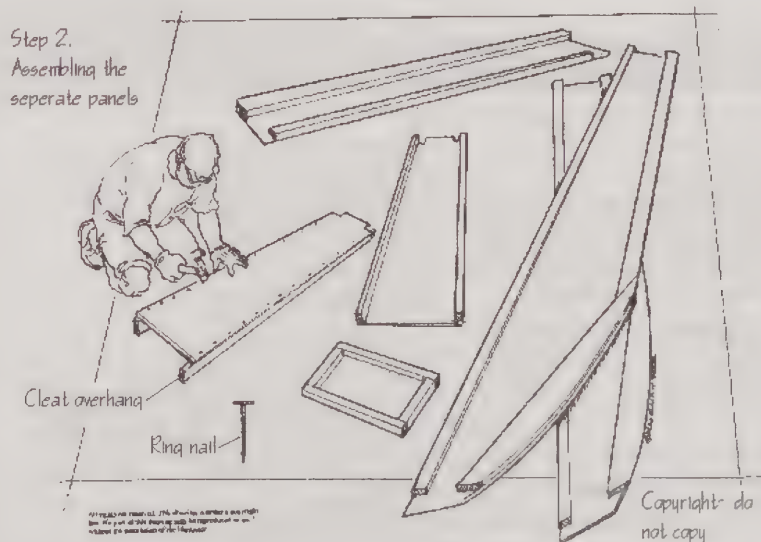
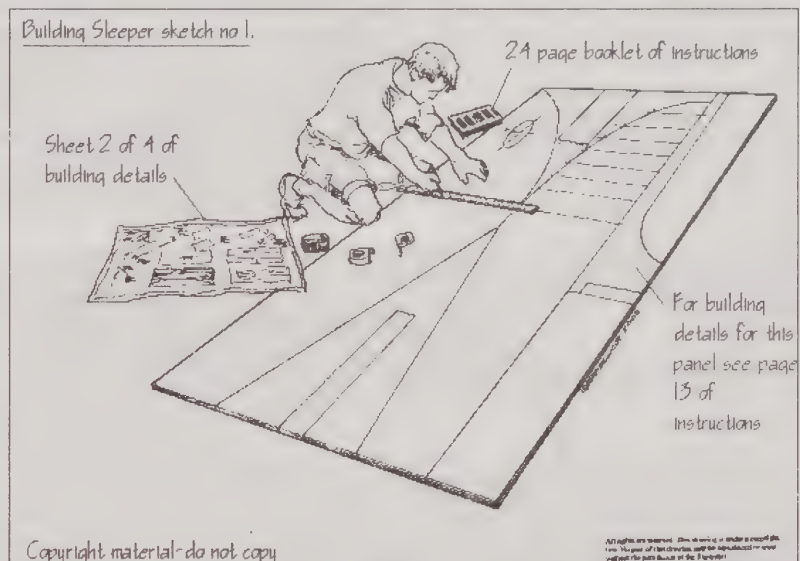
(1) Most fiberglass splits occur at plywood deck edges are caused by improper fiberglass lay-up, fiberglass cloth needs a

well-rounded edge to wrap around. Tip: always have at least two or more layers of overlapping cloth at these high stressed corners and edges.

(2) Sharp hard edges can cause injury to the crew.

(3) In addition it is always far easier to apply paint to rounded corners. Also paint stays on rounded surfaces a lot better than if that edge is sharp. Rounding off these edges can be easily and quickly accomplished with a small hand plane and sandpaper block or with a router bit, if a router is used make sure you move with the grain of the wood. (To be Continued)

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This design was made upwards of 30 years ago but has stood up well. The object was a fast boat that would be very light, comparatively easy and quick to build, and capable of working in and out through breaking inlets. The design called for a tall box over the engine; combined with the high and buoyant bow and the high trunk cabin, that gave her a lifeboat range of stability. She could roll bottom up and recover. The ventilators forward and aft had watertrap boxes and were piped low in the bilges to keep any substantial water from getting in while she was bottom up. The cuddy door dogged watertight. If all this was executed as designed she could go over any kind of breaker. As a last resort, she has foam buoyancy to make her unsinkable if she flooded. All this was unusual at the time she was designed, and still is.

For a would-be lifeboat she was designed to be very lightly built, on the theory that she had beachball-like buoyancy and

Bolger on Design

Rescue 27, I/O Drive Inlet Runner

Design #179
 27'0" x 7'6"
 Designed Displacement
 3870 lbs. on 9" hull draft

would skitter away from a breaker without allowing a wave to exert its force on her. How far this would be made good in practice hasn't been tested as far as we know and, in fact, we don't know of one that was built with all the intended precautions. The one in the photo does not have the high stem box. However, her owner builder, William Colley of Tarpon Springs, Florida, commented that she was

"extraordinarily seaworthy and dry." He added, "a grand boat for weekend cruising."

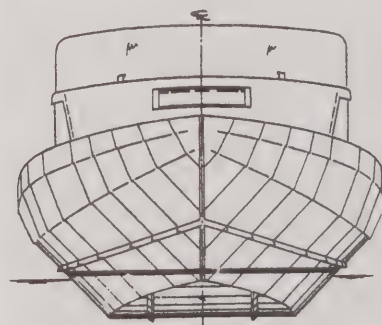
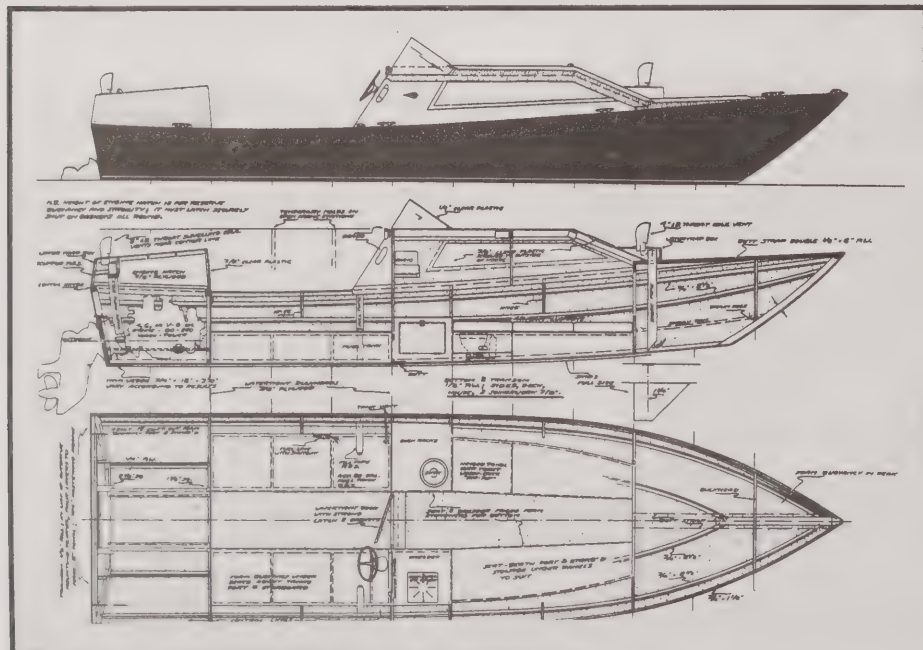
Her light weight certainly was the reason she made 31mph with a 125hp Volvo stern drive. She cruised at 21mph very economically. She ran with very little wake at all speeds and banked reliably and steadily in sharp maneuvering at high speeds. The body plan shows her dory-like shape, with the double knuckle of her sides giving her huge reserve stability and buoyancy. The weights have to be kept low in a hull like this. The cockpit sole is the inside of the bottom and forms a foot well between watertight fuel and buoyancy compartments under the fore and aft bench seats.

Her bow is quite full lined, designed to go over a chop rather than through it, which the long and high bow overhang and sharply rockered forward bottom help her to do. She's, of course, noisy and bumpy when she's driven against choppy water, though no worse than any shallow-bodied boat of her speed. I doubt that she punishes her crew more than most deep vee boats or that she can not keep up with them in a head sea. And no deep vee boat could make the speed she does with that power.


Headroom in the cuddy is 4'7" with a pleasant view from a seated position, far from a hardship for a night or two. Those big windows were 3/8" plastic on the outside of the trunk and well-braced with a web knee. They're as strong as the rest of the trunk and deck structure.

This hull shape is well adapted to prefabrication, with all the panels prefinished flat, but the patterns for the panels were supposed to be made from the conventional lofting process or from a mock-up of the hull. She was intended to be a stock model for a small boatyard that would loft her from the offset table and make their own patterns, a procedure that does, at any rate, avoid trouble from errors in, or misreading of designers' expansion diagrams.

Plans of Design #179, Rescue 27, are available for \$250 to build one boat, sent Priority Mail, rolled in a tube, from Phil Bolger & Friends, Inc., P.O. Box 1209, Gloucester, MA 01930.




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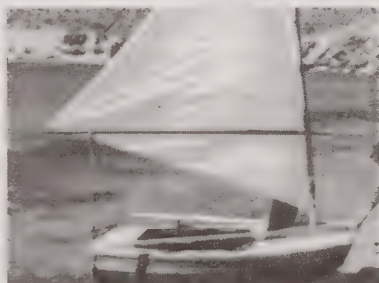
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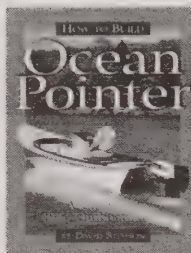


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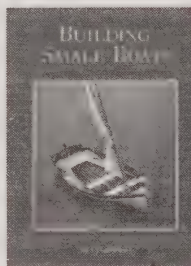
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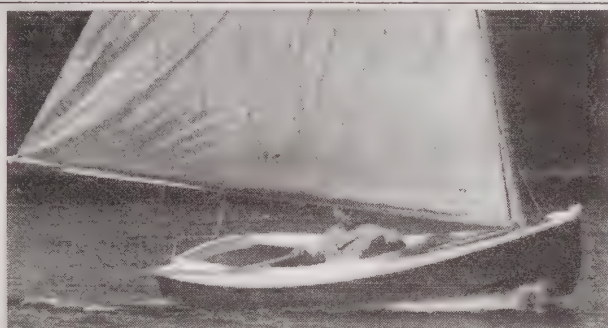
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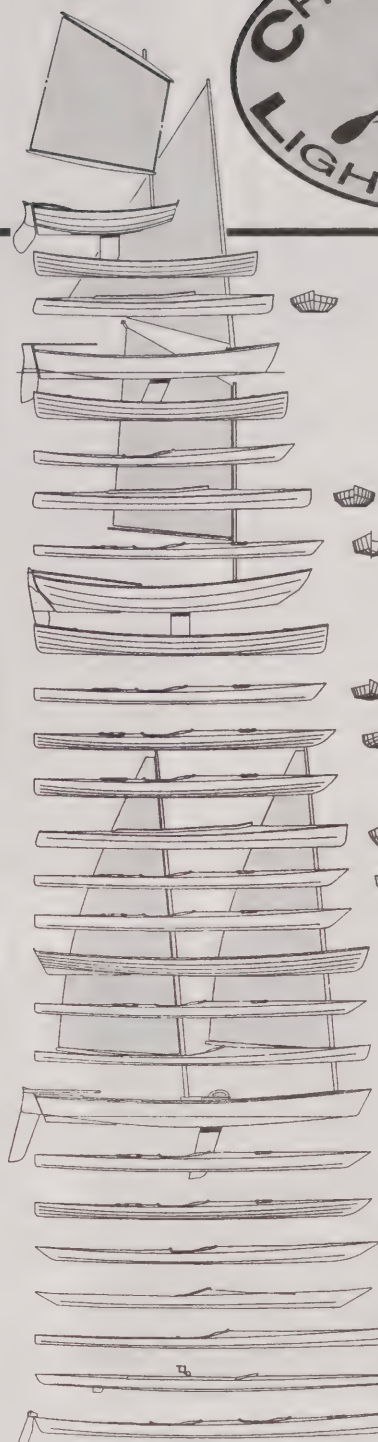
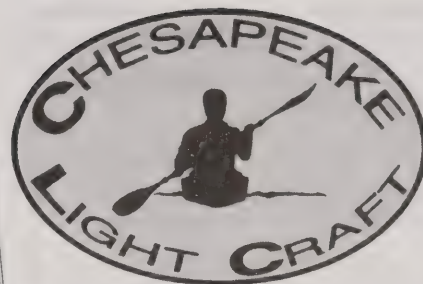
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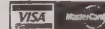
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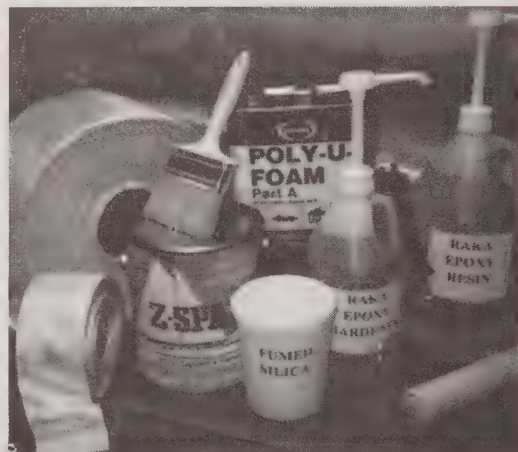
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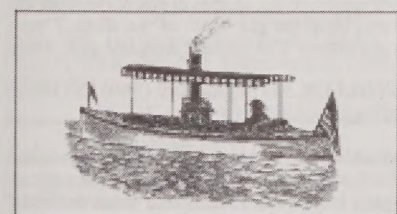
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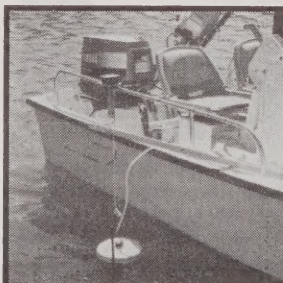


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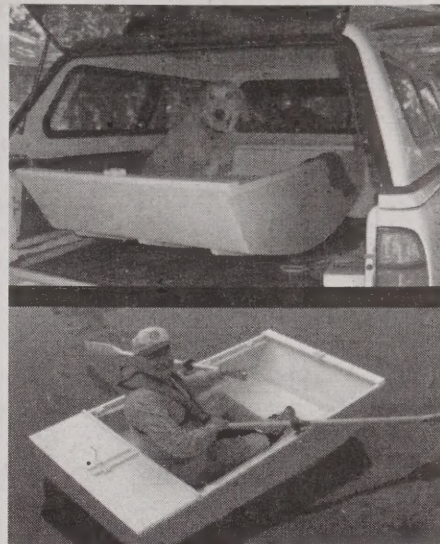
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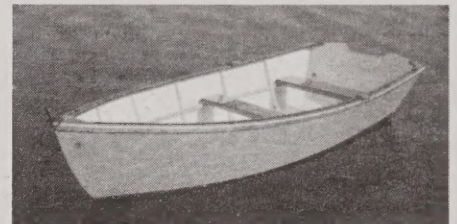
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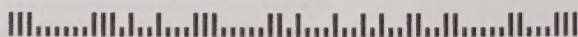
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